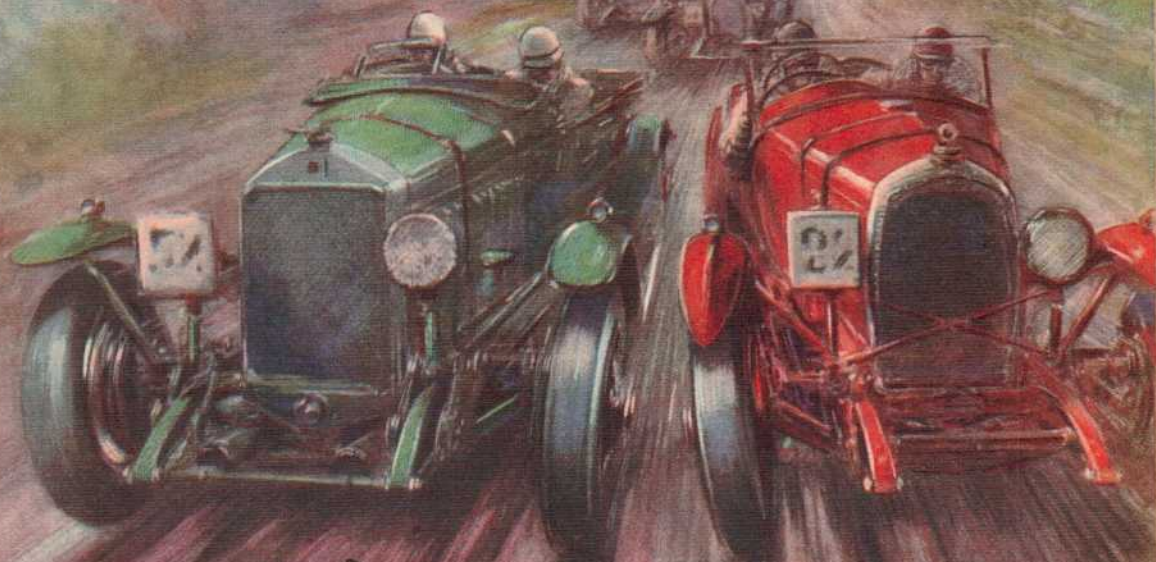


# R.A.C.

INTERNATIONAL  
**Tourist Trophy Race**  
ARDS CIRCUIT, BELFAST  
17<sup>th</sup> August, 1929.



**1/-**  
**OFFICIAL PROGRAMME**

*Bryan de Gernon*

**The Motor**  
The National Motor Journal.

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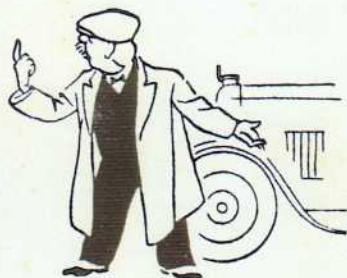
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why don't you?**



**It's favoured by the  
many who leave  
behind the few**



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in darkness in  
the morning!**

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# PROGRAMME

of the

## Royal Automobile Club

### INTERNATIONAL

## TOURIST TROPHY RACE,

ARDS CIRCUIT, BELFAST,

## Saturday, 17th August, 1929.

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

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## INTERNATIONAL

### Tourist Trophy Race, 1929.

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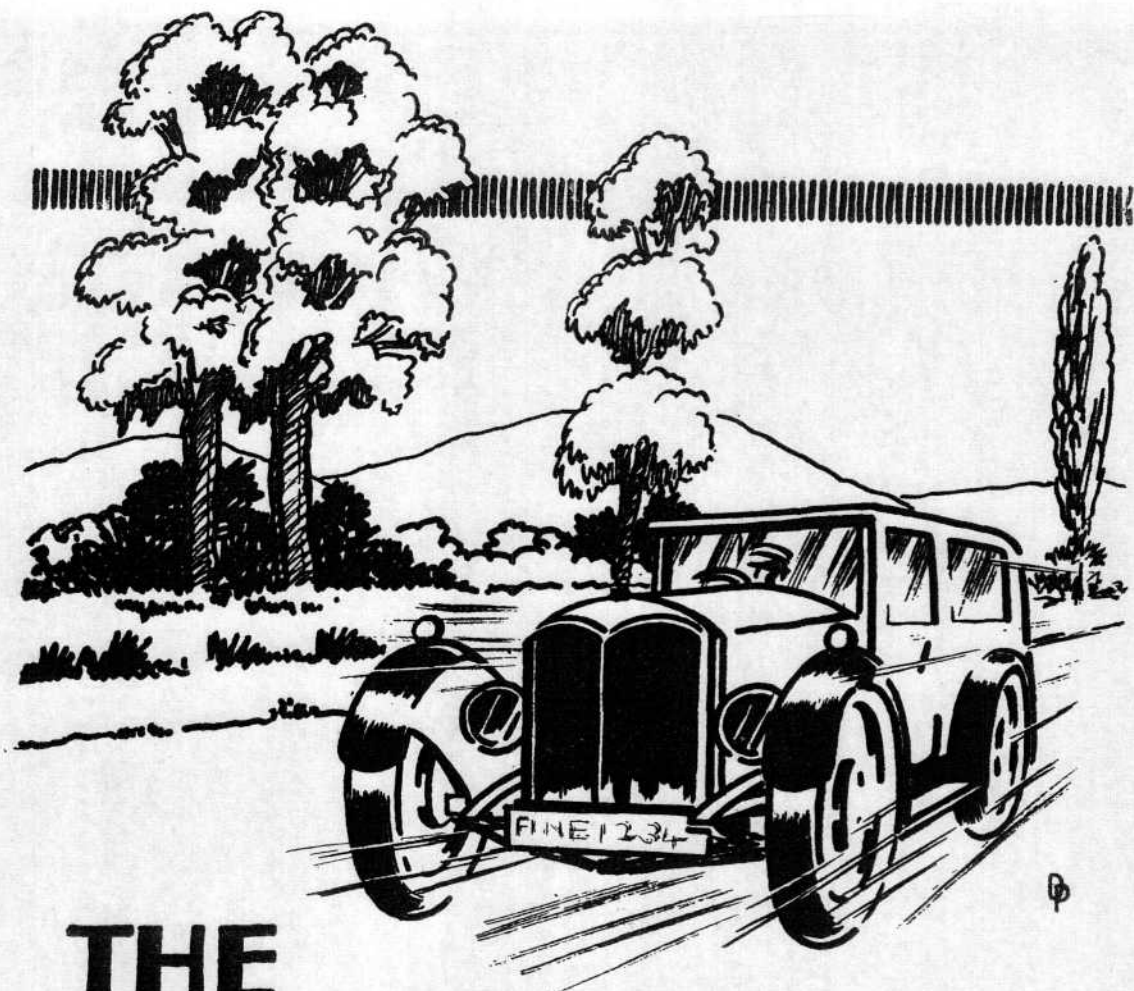
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The R.A.C. is indebted to the Doctors, Nurses and Ambulance Men for their services on the Course during the Official Practices and the Race.

Grand Stand by Scaffolding (Gt. Britain), Ltd.

The R.A.C. is indebted to Messrs. H. M. S. Catherwood, Ltd., for loan of their Garage for the final examination.

The R.A.C. is indebted to the 70 Flag Marshals for their services on the Course during the Official Practices and the Race.

The R.A.C. is indebted to Mr. G. Bowman and the Garage Proprietors of Belfast for their assistance in organising the breakdown gangs.

Fire Fighting arrangements by the Belfast Fire Brigade and Pyrene Co., Ltd.

The thanks of the R.A.C. are due to Mr. J. Warwick for loan of the ground for the Official Grand Stand and Car Parks.

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# LIST OF AWARDS.

To the Entrant of the Winning Car :

**The Royal Automobile Club Tourist Trophy and  
£1,000, presented by the Proprietors of the "Daily Mail."**

To the Entrant of the Car placed Second in the Race :

**£300, presented by the Proprietors of the "Daily Mail."**

To the Entrant of the Car placed Third in the Race :

**£200, presented by the Proprietors of the "Daily Mail."**

To the Driver of the Winning Car :

**£100, and Bronze Plaque, presented by the Proprietors of  
the "Autocar."**

To the Entrant of the Winning Car in Class H :

**A Trophy presented by the Vacuum Oil Co., Ltd.**

To the Entrant of the Winning Car in Class G :

**A Trophy presented by the Royal Automobile Club.**

To the Entrant of the Winning Car in Class F :

**A Trophy presented by the Proprietors of the  
"Belfast News-Letter."**

To the Entrant of the Winning Car in Class E :

**A Trophy presented by the Royal Automobile Club.**

To the Entrant of the Winning Car in Class D :

**A Trophy presented by Sir Charles Wakefield, Bt.**

To the Entrant of the Winning Car in Class C :

**A Trophy presented by the Royal Automobile Club.**

To the Entrant of the Winning Car in Class B :

**A Trophy presented by the Proprietors of the  
"Belfast Evening 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  
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***“Multicentric”***

**NEATER! LIGHTER! STRONGER!**

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**WIRE WHEELS**



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WIRE WHEELS**

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# THE COURSE.

**T**HE total length of the T.T. course—known as the Ards Circuit—is 13  $\frac{2}{3}$  miles, and except that it contains no really severe hill, it embodies in its three “legs” almost all the attributes of the ideal course for a road race. It includes corners of all descriptions, easy bends that can be taken very nearly “all out,” more acute bends calling for a slackening of speed, followed by rapid acceleration, and right angle turns, hairpins and the like, demanding efficient brakes and a frequent use of the gear box. It also includes a two mile straight where every ounce of speed can be employed, and plenty of open stretches to facilitate passing.

## THE THREE LEGS.

In shape, the course is a triangle with the three small towns of Dundonald, Newtownards and Comber at the corners. The start, where the R.A.C. Grand Stand, Scoring Boards and Replenishing Depots are situated, is on the main Belfast-Newtownards Road, about five and a half miles from the centre of Belfast, and less than two miles from the tramway terminus at Dundonald. This top leg of the course running from Dundonald to Newtownards is a broad main road permitting of very high speeds. About half-way along it is the famous Mill or Quarry Corner, a very sharp left hand bend, followed immediately by Bradshaw's Brae, a winding hill just under a mile in length, including the ascent and descent. From the foot of the hill the course runs almost dead straight into Newtownards, and then dives sharp right between the Town Hall and a block of shops into the Market Square.

The second leg leads out of Newtownards Square through a narrow street past the Police Barracks to the long two mile straight where the cars will attain their maximum speeds. The short section from the end of this straight into Comber is one of the most difficult stretches of the circuit, including as it does the awkward corner at the Moate, the Railway Crossing, and the difficult left hand bend past the Cemetery.

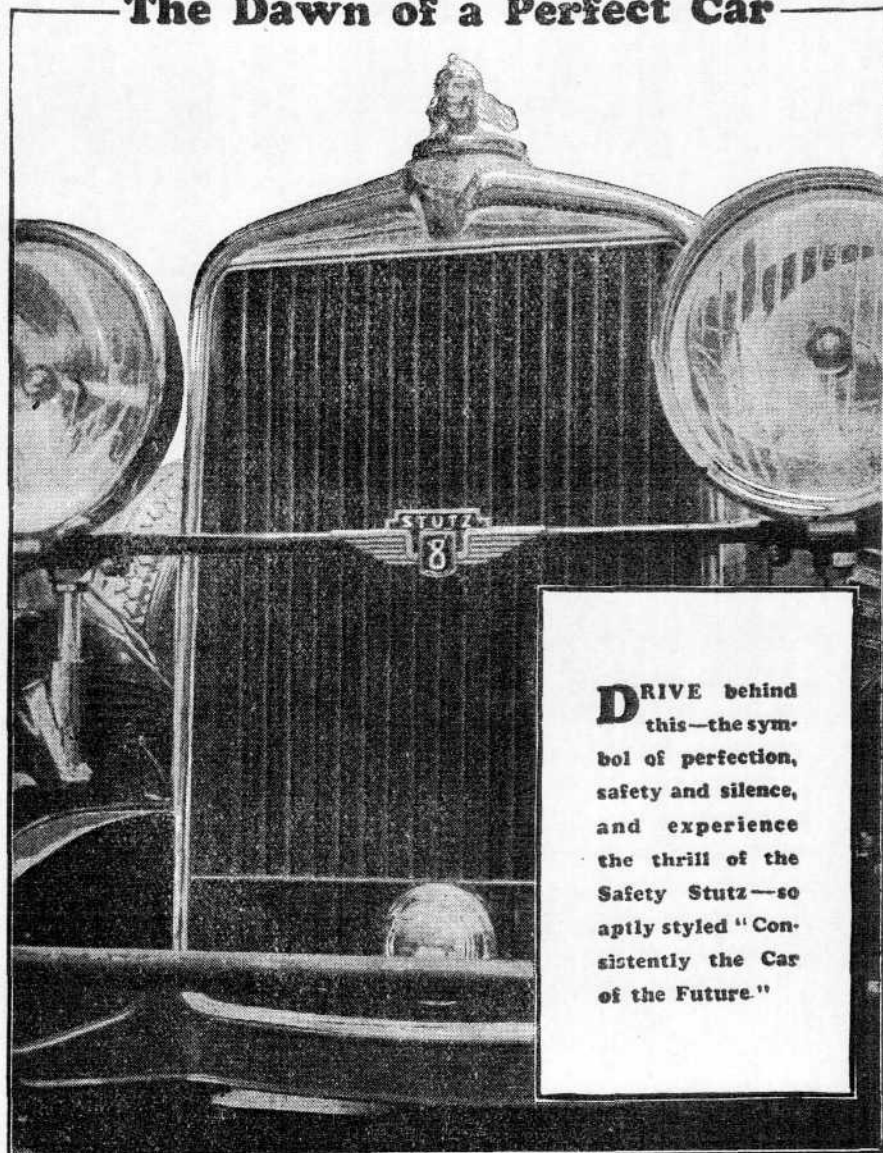
The third leg commences with another fierce right hand



Newtownards-Comber Straight.

# Warwick Wright Says

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**D**RIVE behind this—the symbol of perfection, safety and silence, and experience the thrill of the Safety Stutz—so aptly styled "Consistently the Car of the Future."

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corner in Comber, leads through the village street and then bends sharply right again at Comber Station. From here to Dundonald it winds and undulates very much like a pleasant Sussex highway, but peaceful as it may look, with its sheltering trees and



Dundonald Hairpin

bordering pastures and corn fields, it will witness some of the most thrilling driving in the race. There is no opportunity here for the big cars to smash past their slower rivals at will; they must wait their chance, dogging a car round a bend, accelerating past it in the short straight stretches, braking hard for the next bend, and so on for four hard slogging miles, with a final "scrap" down the Dundonald straight to be first round the Dundonald Hairpin, which brings the cars on to the top leg again.

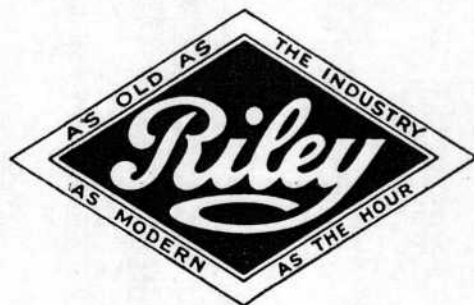
### IMPROVEMENTS.

Following the experience gained from last year's race, the authorities in Northern Ireland have carried out a large number of improvements to the course, the most important of which is the treatment of the entire surface with a non-skid preparation in order to obviate, so far as may be reasonably possible, the risk of accident should the roads be wet during the practising periods or the race itself. The second most important improvement is the replacement on the fast Newtownards-Comber straight of the old grips and drains by surface level gratings. This particular stretch of road being almost level, is very difficult to keep clear of water, and there are approximately fifty drains running from it. These constituted somewhat dangerous obstacles if a car was forced the slightest distance over to the off-side, and their elimination by the authorities will now render this section of the course safe at any speed at which the competitors care to travel.

Other work includes the removal of a number of bad bumps which were noted during last year's race, and the widening of a corner at Ballyrussell. Actually this latter is the only alteration to the course itself. Before the work was undertaken it was very carefully reviewed by the R.A.C. and the Irish authorities; the object of the R.A.C. being to preserve the natural characteristics of the course, rather than to convert it into a "track," and to render it safer rather than faster. The Tourist Trophy Race is first and last a road event, and one of the first considerations therefore in connection with it is to see that the course over which it is run contains the true elements of a genuine road circuit.

# As you watch the Race

remember that  
only a long experience of and  
close association with racing,  
and a similarly long experience  
in the design and construction of  
cars capable of withstanding the  
strains and stresses put up by  
competition on Track and Road,  
have made it possible for us to  
offer to the Motoring World at  
large, and you in particular,  
that which to-day is acknow-  
ledged to be the finest car in  
its class——the individualistic



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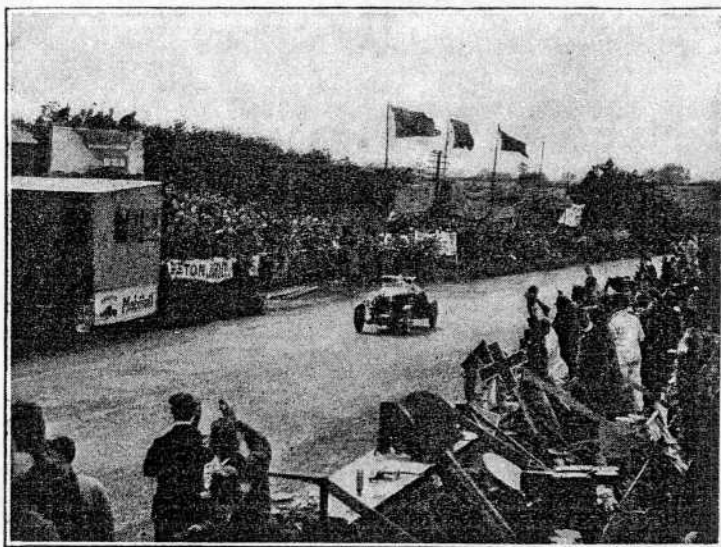
## PREVIOUS T.T. RACES.

**T**HE first Tourist Trophy Race was held twenty-four years ago, the power of the engine being limited by a petrol allowance calculated at the rate of  $22\frac{1}{2}$  miles to the gallon. It was held in the Isle of Man, on 14th September, 1905, and attracted 58 entries, of which 42 started and 18 finished. The winner was J. S. Napier, driving an 18 h.p. Arrol-Johnston, his average speed being 33 miles p.h. The race was continued on similar lines during 1906 and 1907, but in 1908 a drastic revision was made in the regulations, the event being limited to cars with an R.A.C. rating not exceeding 25.6 h.p., with a minimum weight of 1,600 lbs. unladen, and it was the engine dimension which earned for the event its name—the Four Inch Race.

From 1908 to 1914 the race was allowed to lapse, the revival in 1914 being remarkable for the strong German challenge, which was defeated. All of these races were held in the Isle of Man, those in 1908 and 1914 being over the now famous Mountain Course. In 1922, the race was revived after an interval of eight years. It consisted of two classes, one for three litre cars for the T.T. proper, and one for 1,500 c.c. cars for a minor award. The two events were run concurrently, again over the Mountain Course.

Once again in 1928 the race was revived, but this time on entirely new lines. Racing cars as such were not eligible, the conditions requiring that only cars such as were available to the general public, running with full touring equipment, including hoods, windscreens, lamps, mudguards, etc., should be permitted. The race was run in Ulster, over a course approximately fourteen miles long.

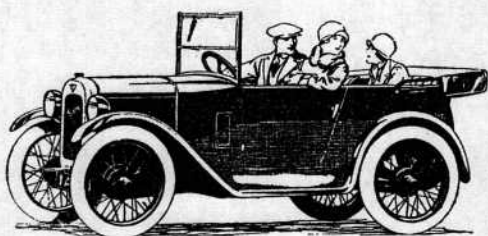
It was open to cars with engines of any capacity from the small seven horse "run about" to the big 100 m.p.h. supercharged Continental sports car. The race was run on a



The Winner in 1928.

# RACING DISCLOSES

*Defects as well as Strength  
and Enduring Qualities*



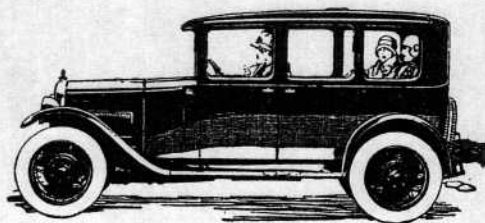
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handicap basis, cars receiving a certain number of laps start, according to engine size, the scratch cars being required to cover 30 laps of the course. It attracted probably the biggest crowd that has ever witnessed a road race in these islands ; something like half-a-million people lining the course over which it was run. In addition to the principal award of the Tourist Trophy, the proprietors of the "Daily Mail" gave cash prizes to the value of £1,500, and a number of valuable trophies were presented to class winners by the proprietors of the "Autocar," the proprietors of the "Motor," by the Ulster White Cinema Club, Messrs. Solex, Ltd., Sir Charles Wakefield, and the Society of Motor Manufacturers and Traders, Ltd. It was run in almost perfect weather and was packed with incident from start to finish. Forty-four cars started and twelve finished within the prescribed time allowed by the regulations. The approximate distance of the race was 410 miles, yet so accurate was the handicapping that the winner only finished a bare 13 seconds in front of the second car.

The following are the results of all the Tourist Trophy Races that have been run to date, including (for the purpose of reference) the full results of last year's event, showing the finishing order with times, speeds, class order, and fastest laps in the race, and in the respective classes :—

## 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 10th/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 A. Lee Guinness.
	Talbot-Darracq III. (2nd)	10.4	Mr. A. Divo.
	Crossley-Bugatti II. (3rd)	11.8	Mr. M. Maury.

*Patron : H.M. The King*



A black and white poster for the Motor Exhibition at Olympia. The central figure is a muscular man wearing a winged helmet, holding a steering wheel with his left hand and reaching upwards with his right arm. The word 'OLYMPIA' is faintly visible in the background behind him. At the top, the words 'MOTOR EXHIBITION' are written in large, bold, block letters. The bottom section of the poster has a dark background with the text 'Oct. 17-26' and 'OLYMPIA' in large, bold, white letters.

**MOTOR EXHIBITION**

*Oct. 17-26*

**OLYMPIA**

Organised by The Society of Motor Manufacturers & Traders, Ltd.

# 1928.

## FINISHING ORDER.

Finish Order.	Car No.	Name of Car.	Driver.	Time. h. m. s.	Speed m.p.h.	Position Class.	Class.
1st	24	Lea Francis	Kaye Don ..	5 58 13	64.06	F.	1st
2nd	32	Alvis	.. L. Cushman	5 58 26	64.02	F.	2nd
3rd	47	Austro-Daimler	H. Mason ..	6 7 38	64.65	D.	1st
4th	46	Austro-Daimler	Cyril Paul ..	6 10 10	64.21	D.	2nd
5th	53	Bentley	.. H. R. Birkin	6 13 53	65.76	C.	1st
6th	25	Lea Francis	G. E. T. Eyston	6 15 14	61.14	F.	3rd
7th	54	Bentley	.. H. W. Cook	6 19 25	64.77	C.	2nd
8th	40	O.M.	.. R. F. Oats ..	6 23 33	59.83	E.	1st
9th	48	Bugatti	.. Louis Dutilleux	6 25 1	61.73	D.	3rd
10th	45	Austro-Daimler	L. G. Callingham	6 26 36	61.48	D.	4th
11th	8	Riley	.. K. S. Peacock	6 28 22	56.98	G.	1st
12th	56	Stutz	.. R. Watney ..	6 34 6	62.39	C.	3rd

Team Prize :—Austro-Daimler. Nos. 45, 46 and 47.

## FASTEST LAPS.

Driver.	Car.	Time. m. s.	Speed. m. p. r.	Class.
T. Thistlethwayte	Mercedes S/C.	11 1 74 39	—	whole race.
T. Thistlethwayte	Mercedes S/C.	11 1 74 39	—	B.
H. R. S. Birkin	Bentley	11 16 72 74	—	C.
Viscount Curzon	Bugatti	11 41 70 15	—	D.
E. R. Hall	Lagonda	12 36 65 05	—	E.
W. Urquhart Dykes	Alvis	11 37 70 55	—	F.
C. M. Harvey	Alvis	11 37 70 55	—	
B. H. Wood	Amilcar	12 5 67 83	—	G.
R. C. Gallop	Riley	12 5 67 83	—	
J. D. Barnes	Austin	17 7 47 88	—	H.

**J.C.C.**

**"DOUBLE TWELVE"**

**BROOKLANDS, MAY 10th & 11th**

**1<sup>ST</sup> and 2<sup>ND</sup>**

**(IRRESPECTIVE OF CLASS)**

**on**

**SHELL  
OIL & PETROL**

**PREMIER AWARD**

won by Alfa-Romeo at an  
average speed of 76 m.p.h.

**GREATEST DISTANCE  
AND HIGHEST SPEED**

made by a Bentley at an  
average speed of 81.39 m.p.h.

# THE RACE.

A BRIEF history of the Tourist Trophy Race, with a list of the results since it was first run in 1905, is given elsewhere in this Programme. This year's race is the seventh of the series, and is probably the most important of any that have so far been held, the entry being of exceptional interest, whilst it enjoys the added prestige which was certain to follow last year's remarkable success.

The race follows closely that of last year, save that the regulations have been modified to coincide almost exactly with those governing the famous 24 Hours Endurance Race at Le Mans, thus enabling cars running in that event to compete in the Tourist Trophy Race with little or no alteration. Only standard sports cars such as are available to the general public are eligible to compete. A certain amount of "hotting up" is permitted—the alterations from standard are set out in full in the regulations—but anything in the nature of wholesale substitution is barred. Every car entered for the race must correspond in its main essentials to the standard catalogued production, and it is probably this factor that has so caught the imagination of the public and produced the present great revival of interest in motor racing.

The fact that the cars will carry full touring equipment, and will run for two laps with their hoods up, also adds interest to the race, whilst the very substantial prizes offered by the "Daily Mail", and the support given to the event by such an influential paper, is proof of the wide appeal that a road race of this character has for the public at large. The race is held in Northern Ireland, at the invitation of the Ulster Government and the Down County Council, and with the co-operation and assistance of the Ulster Automobile Club. The R.A.C. appreciates to the full the very great amount of help it has received from all those concerned with the race in Northern Ireland in the preliminary organization and conduct of the race itself; in the preparation of the course so as to offer the maximum degree of safety to competitors, and in the remarkably detailed arrangements made by the police for the protection of the public, and for keeping the course clear during the progress of the race. It is worthy of note that for last year's event there were 90 police officers doing duty for every mile of the course.



In Newtownards Square.

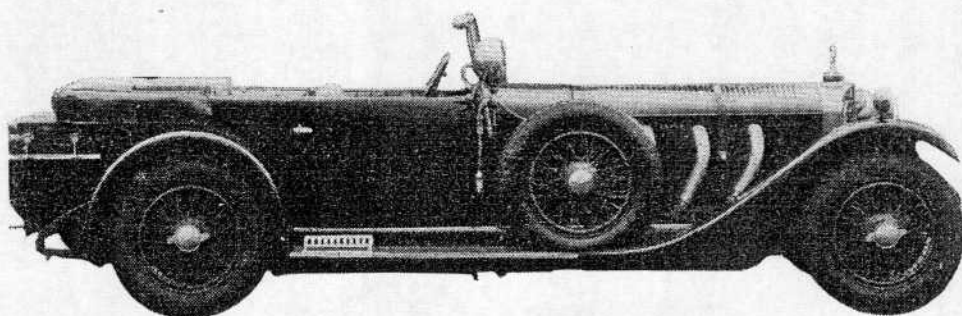


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AND ENDURANCE THE

MERCÉDÈS-BENZ

HAS HELD THE LEAD SINCE 1890



The above illustration shows our 38/250 h.p. Supercharged  
S.S. Model capable of 125 m.p.h. on the road.

A CAR FOR EVERY PURPOSE.

## 6-Cylinder Models.

21-60 h.p. (20.3 h.p. R.A.C.)	Non-Supercharged.
24-100 h.p. (23.8 h.p. " )	Supercharged.
33-140 h.p. (32.9 h.p. " )	Supercharged.
33-180 h.p. (32.9 h.p. " )	Supercharged.
38-250 h.p. (37.2 h.p. " )	Supercharged.

## 8-Cylinder Model.

32-90 h.p. (31.7 h.p. R.A.C.) Non-Supercharged.

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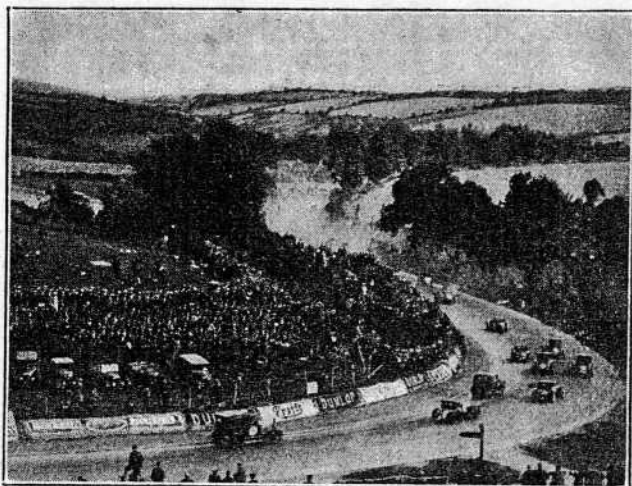
Gordon Watney & Co., Ltd., 31 BROOK ST., W.1.

## THE HANDICAP.

With a race embracing every type of car from the Austin Seven to big supercharged Bentleys and Mercedes, the handicap on which it is based is obviously of first importance. On looking through the entries it will be seen that a considerable proportion of the engines are supercharged, that the number of cylinders employed varies from four to eight, and that practically every modern improvement known in motor design to-day is incorporated in one or other of the competing cars. Similar conditions prevailed last year. A handicap was evolved for that event involving no extra penalty for such fittings as superchargers, etc., but based purely on engine capacity. After the race was run the R.A.C. published a complete summary showing the individual lap times of every car until such time as it finished or retired. A careful comparison of those lap times with those set out in the handicap table showed that but for stops, almost every driver in the race had a very good chance of figuring in the first three. Accordingly the handicap for this year's race remains unaltered.

A reference to the regulations will show that all cars in Classes B and C start at scratch, and will carry 264 lbs. of ballast. Cars in Class D will carry the same ballast, but will receive one lap start. Cars in Classes E and F will receive two laps start, but Class E cars will carry 264 lbs. of ballast, and Class F cars only 132 lbs. Cars in Class G will receive three laps start, and cars in Class H five laps start, and in neither case will ballast be carried. Every car will carry a driver and mechanic throughout. A lap is  $13 \frac{2}{3}$  miles, and the total distance of the race is thirty laps. Only the scratch cars will cover the complete distance, the others being credited with the number of laps start they are allotted under the handicap. Thus the cars will all start together, and the first past the post will be the winner, although they will cover varying distances. As soon as the race starts every car in receipt of a handicap will have the number of laps start it receives marked on the score board, and spectators will be able to follow the progress of the race thence onwards without any further reference to the handicap whatsoever.

The following table is a copy of the handicap, and shows the time that the cars in each class are expected to take for the intermediate distances in the race, and also the average speed at which they are expected to complete the course. By a comparison of the times given on the main score board



*Always  
in front!*



# BELFAST NEWS-LETTER

with those given in this table, it is possible to see which cars are running ahead or behind their handicaps. Thus if a car in Class F has taken three hours for fifteen laps, the time allowed by the handicap being 2 hours 47 mins. 12 secs., that car is obviously nearly a minute per lap slower than its estimated speed. Again, if a car say in Class D has taken 3 hours 50 mins. for twenty laps, the time allowed by the handicap being 3 hours 56 mins., that car is beating the handicap, and gradually gaining on the cars ahead of it. By thus checking the times on the score board it will be possible to decide which cars are making the best running, and which are likely, therefore, to stand the best chance of winning the race.

### HANDICAP TABLE.

	CLASS H. 750c.c.	CLASS G. 1100c.c.	CLASS F. 1500c.c. E. 2000c.c.	Class D. 3000c.c.	CLASS C. 5000c.c. B. 8000c.c.
LAP	TIME h. m. s.	TIME h. m. s.	TIME h. m. s.	TIME h. m. s.	TIME h. m. s.
5	credit 5laps	credit 3laps 0 26 40	credit 2laps 0 38 36	credit 1 lap 0 48 45	1 00 00
10	1 12 00	1 33 20	1 42 56	1 51 50	2 00 00
15	2 24 00	2 40 00	2 47 12	2 53 55	3 00 00
20	3 36 00	3 46 40	3 51 28	3 56 00	4 00 00
25	4 48 00	4 53 20	4 55 44	4 58 00	5 00 00
30	6 00 00	6 00 00	6 00 00	6 00 00	6 00 00
SPEED	59.61	61.47	63.47	66.02	68.23

### SCORE BOARDS.

The problem of keeping spectators informed as to the progress of such a race as the Tourist Trophy Race is an urgent one, as unless it is possible to see almost at a glance the exact position of every competitor at any moment, then the race becomes chaos as soon as attention is relaxed for an instant. The problem is somewhat complicated for this race by



GOOD – that's the only  
word for it

# **GALLAHER'S**

## **RICH DARK**

### **HONEY DEW**



A Medium Strength  
Tobacco



GALLAHER, LTD., BELFAST & LONDON

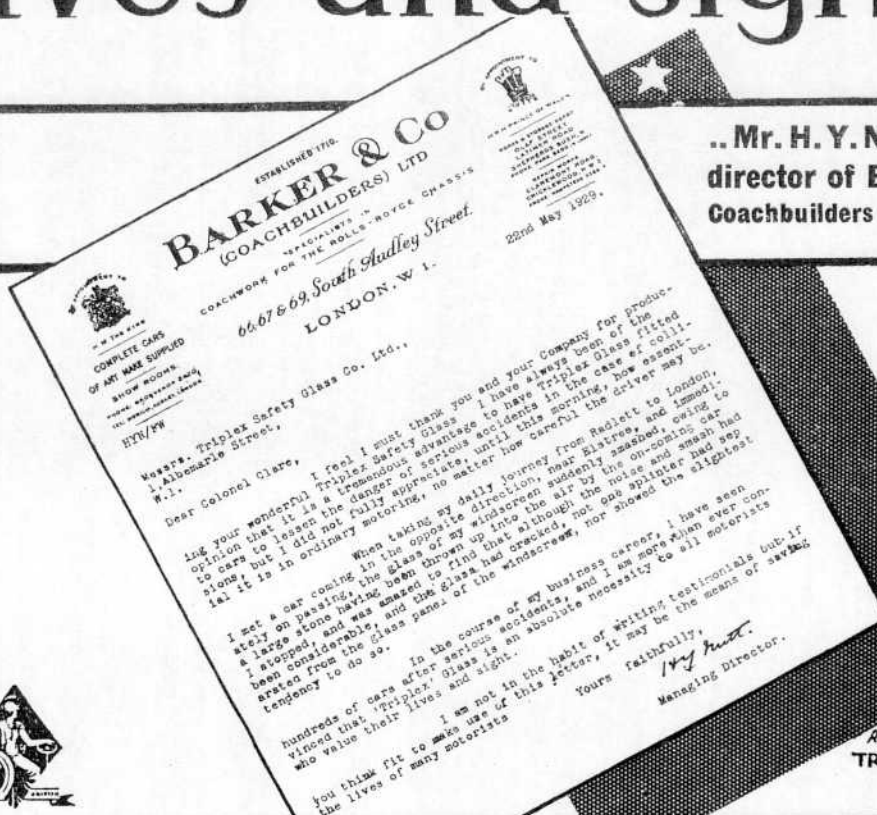
the fact that it consists of seven different classes, and that it is run on a handicap basis. The R.A.C. has arranged for three Score Boards, each having a different function, and it is hoped that by means of these every spectator in the Grand Stand, and everybody in the Pits, will be able to follow the race in detail. In addition, the loud speakers will supply information regarding the time and speed of the various cars throughout the race. Also, at the termination of every five laps, the times of the four cars that are making the best performance against the handicap will be announced, thus indicating the virtual leaders in the race at five different periods.

The lowest board, and the one nearest the road, is simply a lap scoring board, and shows at any period of the race how many laps any particular car has covered. This board is operated by Boy Scouts, who tear off a number each time a car passes, and is controlled by a Timekeeper from a pit opposite the board. As soon as the race commences, the handicap laps credited to the cars in the various classes will be shown on this board, as has previously been explained. In the case of non-starters a notice bearing the letters "N.S." will be placed underneath the competitor's number; an "R" will indicate any cars that have retired; and as soon as a car finishes, an "F" will be shown beneath its number.

The second board will bear only four numbers, and is known as the leader board. It will show the first four cars in the race at frequent intervals, and the time to which that announcement applies will be indicated on each occasion by means of a large clock dial mounted on this particular board. Naturally, as certain of the cars receive a start of five laps, one or other of these cars will figure as the leader until it is overtaken. Also, as the cars in Class G receive three laps start, for the first ten laps or so of the race, the succeeding positions on this leader board will probably be filled by cars in this class. As the race progresses, however, and the backmarkers commence to catch up, then the numbers on this board may possibly alter; but no matter what the period of the race, the leader board will show the leading four cars irrespective of class.

The third board is the Score Board proper. It will show the time taken by every car to cover five, ten, fifteen, twenty, twenty-five, and thirty laps, and a comparison of these times will give the relative speeds of the various cars in the race. It is divided into classes, and it will thus show also, the leader of each class at the end of every five laps. At the conclusion of the race, the finishing time of every car, with its average speed for the whole distance, its position in the race itself, and its position in its own class, will also be given on this board. In calculating the total time taken by any car for the race, a deduction must be made for the number of laps start received, in order to arrive at the correct result. The Speed and Distance Table included in the Programme, gives the time taken to cover one, five, ten, twenty, and thirty laps at speeds from 45 m.p.h. to 76 m.p.h., and, with the aid of this table, the

"I am more than ever convinced that Triplex is an absolute necessity to all motorists who value their lives and sight \*"



Fit **"Triplex"** Regd. -and be safe!

TRIPLEX SAFETY GLASS CO., Ltd., 1 Albemarle St., London, W. 1.

times given on the Score Board, at any period of the race can be translated into miles per hour.

## **THE COURSE.**

A reference to the map on pages 32 and 33 will give an idea of the organization of the race so far as the course is concerned. In the first place there are six Zone Stations, each controlling a section of the course. At each of these there is a telephone, two marshals, a flag marshal, telephonist, medical officer and fully equipped aid post, police detachment with despatch rider, fire post and breakdown gang. The object of these stations is to keep the Clerk of the Course informed as to any untoward happenings that may occur, and to deal with them, and also to supply any local news concerning the race to the Grand Stand for transmission through the loud speakers.

In addition to the flag marshals at the Zone Stations, there are thirty other flag points on the course, with two marshals at each. The duty of these marshals is to signal to approaching cars when anything occurs demanding caution, and also to warn drivers when a following car desires to overtake.

There are in all twenty medical aid posts round the course, staffed by qualified doctors and first aid assistants, and equipped with stretchers, etc. Motor ambulances are stationed at strategic points. There are also a number of doctors and first aid men scattered round the course to deal with any accidents occurring out of sight of an aid post.

The seventeen breakdown gangs each consist of six men, and are equipped with chains and handy tackle for quickly removing broken down cars from the course, and being supplied by the Garage Proprietors of Belfast, are fully experienced in this class of work.

Last year it was estimated that there were ninety police to every mile of the course, and the arrangements this year will be very similar. The police are responsible for keeping the course clear and for the general handling of the crowds everywhere.

The fire posts have already been referred to. They are under the control of an ex-fireman, and are equipped with the latest type of Pyrene fire fighting appliances.

There are eight sets of warning boards, to warn drivers when they are approaching a dangerous part of the course, whilst the acute right hand turn at Newtownards is marked by a huge red arrow on the wall of the Town Hall.

Including the Boy Scouts, who will perform a large number of useful functions, one of which will be the operation of the Lap Scoring Board, there will be well over 500 officials actually on duty whilst the race is in progress. This, of course, does not include the police. In practically every instance these officials are giving their services without any reward whatsoever, but merely to contribute towards the successful conduct of the race. Without them it would be almost impossible to run such an event, and the R.A.C. takes this opportunity of tendering to them its wholehearted thanks for their most valuable assistance.

Great stuff  
this . . .



**MEX**

**The Motor Spirit with  
the “Big Pull”**

*Sole Irish Distributors :*

**McMULLAN BROS., LTD., BELFAST, LONDONDERRY, DUBLIN & CORK**

*Designed and Issued by the Advertising Dept., McMullan Bros., Ltd.*

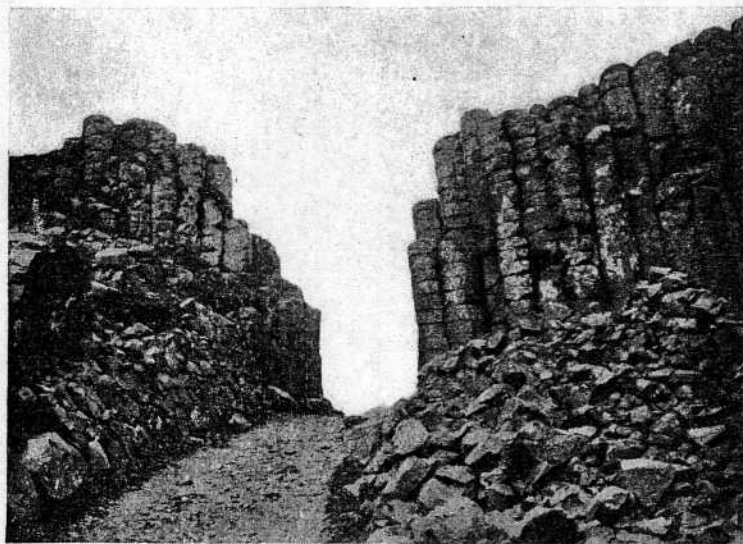
# ULSTER

## *The Land of the Golden Gorse Its Appeal to the Motorist*

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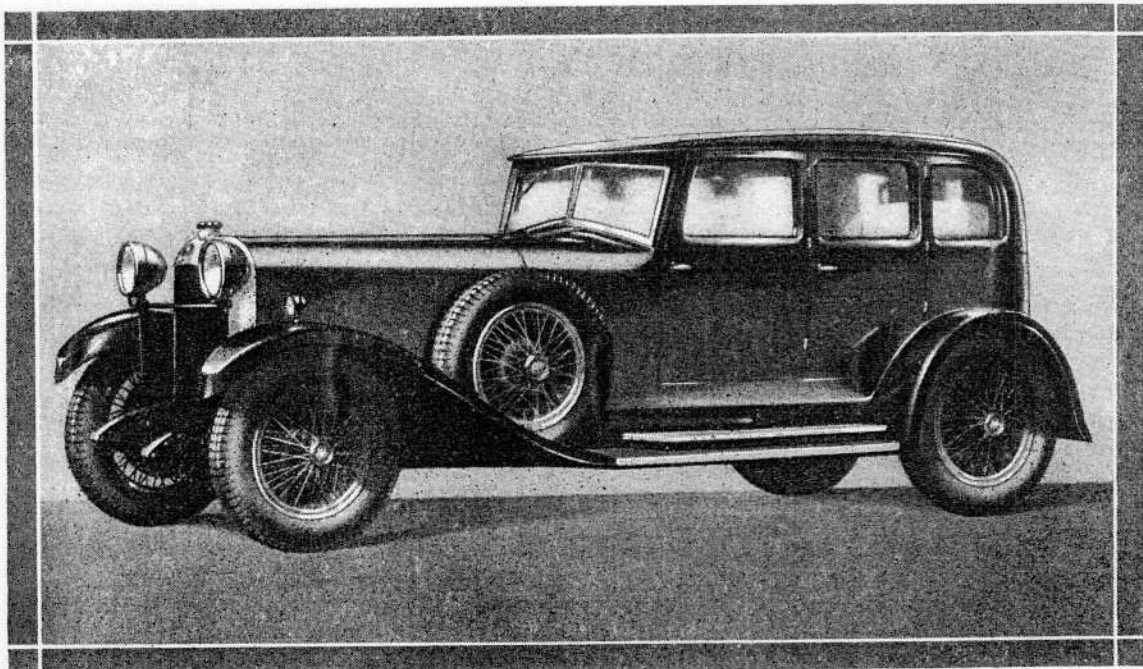
*By Ernest Patton*

**L**AST year I had the pleasure, in the attractive official programme issued by the R.A.C. for the Ulster International Road Race, of making a special appeal to the motorist to visit Ulster. That race received world-wide publicity, not only on account of the excellent organisation, but also because of the close finish which thrilled the public, and consequently, in again asking the motoring public to visit Ulster, I feel I can do so with the good wishes of the hundreds of thousands who visited our shores for last year's race (possibly for the first time), and who intend to come back again this year.



The Gate, Giant's Causeway

Firstly, I would like it to become more generally known that there are no Customs or other restrictions on entering the Province, and that in the great cities of Belfast and Londonderry, and in every town or little village throughout the country, there are well-equipped hotels and garages where the motorist will be assisted in every way possible.



# STYLE



*in looks and performance, make  
the Arrol - Aster outstanding  
among modern British Cars*

**T**HIS car has *style*. Look how the body merges into the long graceful bonnet. Notice the low build for safety, combined with the high, fashionable waist line. Distinguished looks—and performance to match! For the single sleeve - valve Arrol - Aster will touch 70 m.p.h.: and whirl a full load up any hill in the country. It will accelerate like a sports

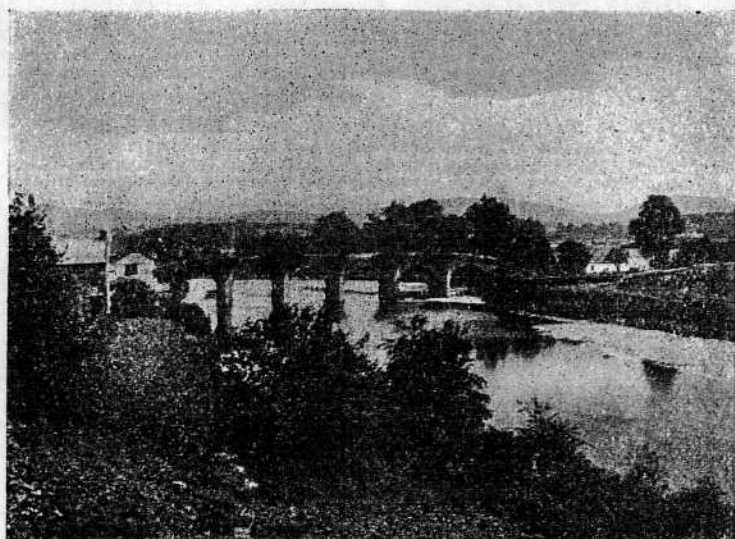
car—or crawl at walking pace—*all in absolute silence!* Six brakes, “one-shot” lubrication and silentbloc shackles are a few of the refinements you will find on this stylish car. Yet the 17/50 h.p. six-cylinder Arrol-Aster costs £598 only. The 23/70 h.p. “Straight-Eight” is £798. Send a postcard to-day for full particulars and a trial run.

*Arrol-Aster Sociable Coupé won 2nd Prize at Brighton Concours D'Elegance.*

# ARROL-ASTER

ARROL-JOHNSTON AND ASTER ENGINEERING CO. LTD. DUMFRIES. LONDON: 224-229 Cecil Chambers, 86 Strand, W.C.2. SOUTHERN SERVICE AND SPARES DEPOT: Raglan Gardens, Wembley Park. MIDLAND SALES AND SERVICE DEPOT: Birmingham: 71 Broad Street. Manchester: 215-217 Deansgate. Southport: 21 Princes Street. DISTRIBUTORS FOR LONDON AND HOME COUNTIES: LEVERETT KEARTON, Dering House, Dering Street, Bond Street, W.1

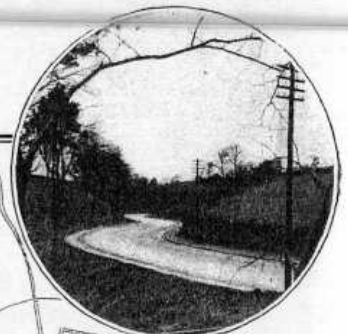
Space does not permit me to give a detailed description of Ulster's seaside resorts and watering places, but they are all up-to-date and hospitable. They may be briefly summarised as follows :—Carrickfergus, Whitehead, Larne, Cushendall, Cushendun, Ballycastle and Portrush on the Antrim Coast ; Portstewart, Castlerock, and Londonderry on the Londonderry Coast ; Newtownards, Ballywalter, Millisle, Portaferry, Donaghadee, Bangor, Ardglass, Newcastle, Kilkeel, Rostrevor, Warrenpoint and Newry on the County Down Coast. Inland there are many places worthy of a visit—Lough Erne, with an islet for every day in the year, provides facilities for boating, fishing, shooting, yachting ; Lough Neagh, with the "round towers of other days shining in the waves



River Mourne near Newtown Stewart

beneath," has a charm all its own, while almost every town has its own golf links and tennis courts, where the visitor is always welcome.

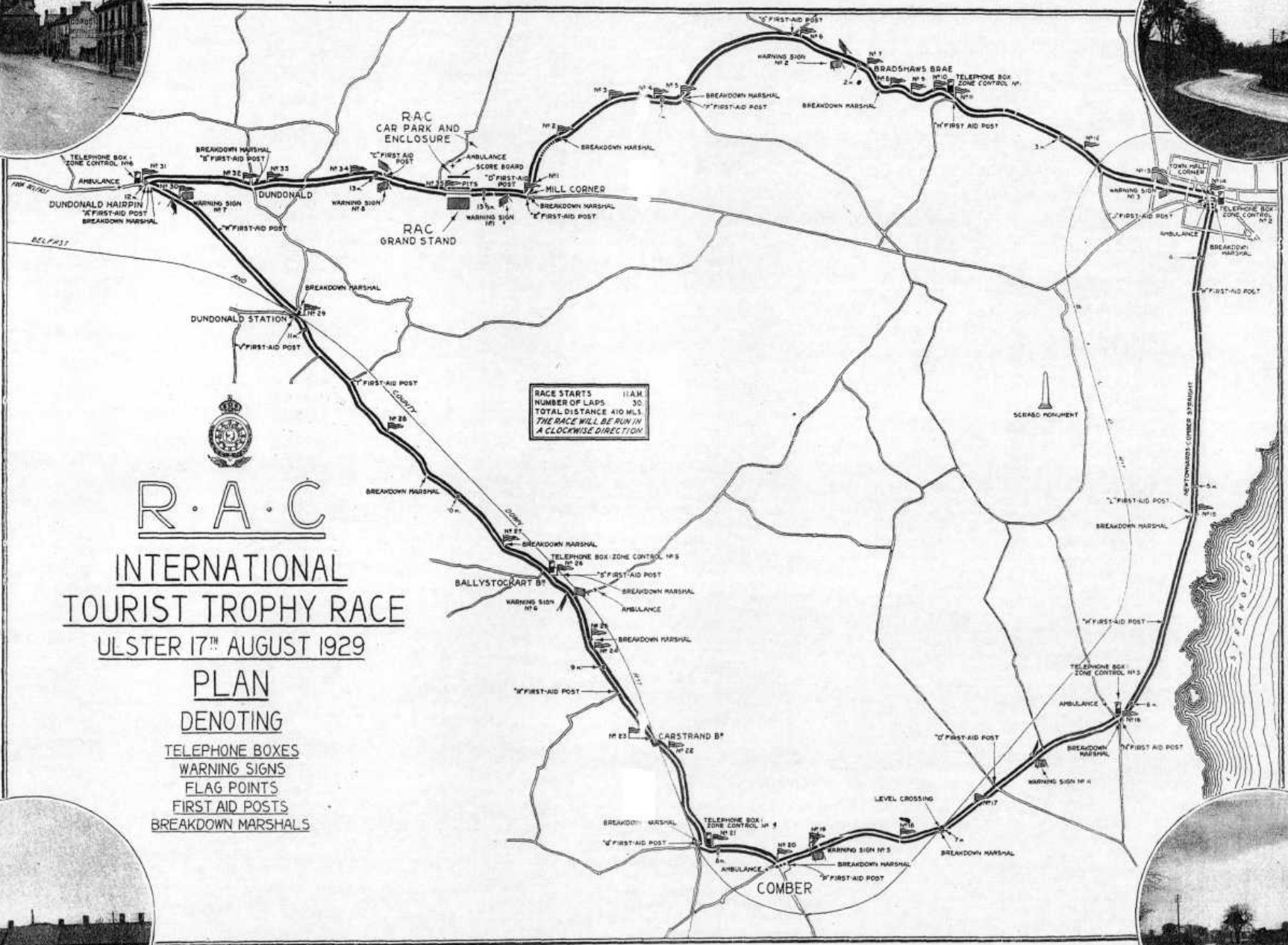
No article, however short, on Ulster would be complete without a reference to the famous championship golf links at Newcastle and Portrush, and it is hoped that many visitors will try their skill on these links on which Vardon, Ray, Herd and many other famous exponents of the game have played. Before the visitor leaves Ulster, he must visit the Giant's Causeway—one of the wonders of the world—a miracle in stone—he must see the largest tobacco factory in the world, the largest flax spinning factory, the largest shipyard, the largest ropeworks, and the largest distillery, for Belfast boasts all these, and when he has seen Ulster's wondrous beauty and tasted her wondrous hospitality, he will assuredly long to come back.



**R.A.C.**  
**INTERNATIONAL**  
**TOURIST TROPHY RACE**  
**ULSTER 17<sup>TH</sup> AUGUST 1929**

**PLAN**  
**DENOTING**  
 TELEPHONE BOXES  
 WARNING SIGNS  
 FLAG POINTS  
 FIRST AID POSTS  
 BREAKDOWN MARSHALS

RACE STARTS 11 A.M.  
 NUMBER OF LAPS 30  
 TOTAL DISTANCE 410 M.S.  
 THE RACE WILL BE RUN IN  
 A CLOCKWISE DIRECTION



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# World's Fastest ROAD RACE

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*BOOK NOW*  
== *FOR THE* ==

## Ulster Motor Cycle GRAND PRIX

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Belfast, Saturday, Sept. 7th

*The Leading T.T. &  
Continental Winners  
will compete :: :: ::*

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ROADS WILL BE CLOSED  
TO TRAFFIC AT 11 A.M.

Full particulars from R. CONDELL, 56 Cabin Hill Gardens, Knock, Belfast.

**Stand Seats, 5/- & 7/6**

**Tickets NOW on Sale at Leading Garages**

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*Programmes Available - September 2nd*

# REGULATIONS.

The Royal Automobile Club has organised this race for cars coming within the limitations of the international *categorie sport*, Classes A to H inclusive, to encourage the sport of motor car racing and so to develop existing cars and assist in the development of future cars.

1. The race will be international, and will be held on the Ards circuit of about 13½ miles, near Belfast, in Northern Ireland, under the International Sporting Code of the A.I.A.C.R., the General Competition Rules of the R.A.C. and such Supplementary Regulations as may be deemed necessary by the R.A.C. (hereinafter called THE CLUB).

2. **DATE :** The race will take place on Saturday, 17th August, 1929.

3. **ENTRIES :** Entries will be received by THE CLUB at the following rates and by the following dates : providing that at any time THE CLUB may declare the entry closed without reasons given.

At Twenty guineas per car until midnight, 30th March, 1929.

At Forty guineas per car from 31st March until 12 noon on 15th July, 1929.

The fee for a single entry shall be as above, and for each subsequent entry, £18 18s., if received before 30th March, and £37 16s. if received between 31st March and 15th July.

Entrants must send to THE CLUB, the catalogue in which the car they wish to enter is described, at the same time at which the entry form is sent. The driver and a spare driver, if one is required, must be nominated for each car before 12 noon on 15th July.

Entries will only be accepted after consideration by THE CLUB, which may refuse to accept any entry without stating any reason.

Unless in the opinion of THE CLUB sufficient entries are received, the race will not be held.

The entry fee will be returned in full if an entry is not accepted, or if no race is held, but in no other circumstances. Acceptance of an entry does not guarantee that the club accepts the car entered as actually complying with the regulations.

## 4. AWARDS.

The entrant of the winning car will be the holder of the R.A.C. International Tourist Trophy (on signing the bond and effecting the insurance required by THE CLUB), and will receive the "Daily Mail" Prize of £1,000.

The entrant of the second car will receive the "Daily Mail" Prize of £300.

The entrant of the third car will receive the "Daily Mail" Prize of £200.

The entrant of the winning car in each International Class will receive a special award provided that there are at least three competitors in each Class.

The entrant or entrants of the most successful team of three cars of the same make and class which have been nominated as a team before 4 p.m. on Friday, 16th August, will receive a team prize.

5. **CARS ELIGIBLE :** The race is open to any car with not fewer than four wheels, not being what is commonly known as a racing car, which complies with the following requirements :—

(a) The model of which the car entered is an example must have been described fully in a catalogue published by the manufacturers of, or agents for, that car prior to 31st January, 1929, the date of printing being vouched for by a certificate signed by the printer, which certificate must be sent with the catalogue at the time of entry.

(b) Cars must be laid down for production, constructed, or delivered to customers in sufficient quantity to satisfy THE CLUB that the type of car is a bona fide commercial model.

(c) The car must be normally constructed, catalogued and offered for sale with an electric starting motor, an electric lighting set including a dynamo driven from the engine, wings, screen and hood, provision for all of which shall have been made in the design for the engine, chassis and body from the time the first car of the series was produced.

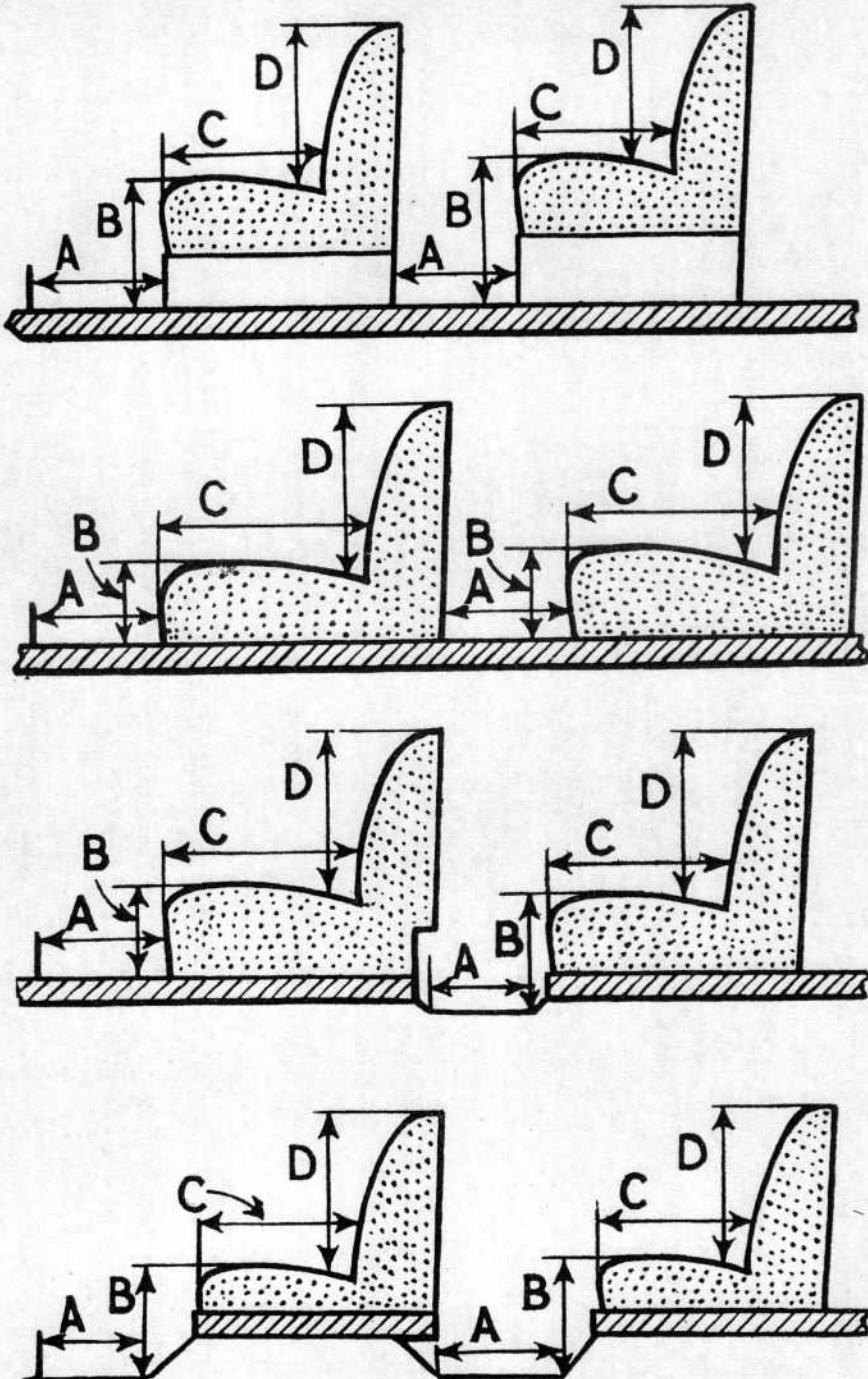
6. **BODIES AND EQUIPMENT :** Since the race is open to cars with engines of any capacity, the types of body will vary, those cars in Classes H to F inclusive having to carry bodies with a minimum of two seats side by side, while those cars in Classes E to A inclusive must carry bodies with four seats arranged in pairs side by side in normal touring fashion.

The seat for each passenger must have a minimum width of 40 cm.

The minimum width at floorboard level for the feet of each passenger must be 30 cm.

The dimensions A, B, C and D, shown in the accompanying drawings, must be as follows :—

- A. A minimum of 30 cm. measured horizontally and parallel to the longitudinal axis of the chassis at the level of the floorboards or at the bottom of any well there may be in the floorboards, but in the case of the seat for the driver the distance A shall be taken to the nearest pedal, and in the case of the passengers the measurement is taken at a height of 20 cm. between the two extreme front and rear points of the horizontal part of the floor.



- B. Must be a minimum of 20 cm. measured vertically, the seat cushion being occupied by a person weighing at least 60 kgs.
- C. Must be a minimum of 40 cm. measured horizontally parallel to the longitudinal axis of the chassis and in the centre of each seat if bucket seats are used.
- D. Must be a minimum of 40 cm. measured vertically.

Bodies must be constructed so that A plus B plus C equal 1 m. 10 cm. as a minimum, subject to the observance of the foregoing minimum dimensions.

Where a shaft tunnel is employed, the width at floorboard level for the feet of each passenger must be at least 30 cm.

7. **WINGS :** The wings of the cars must be truly over the wheels and parallel to at least one-third of the circumference of the tyre without a break. The width of the wings must be at least 15 cm. for cars in Classes H and G, and at least 20 cm. for all other cars. In cases where the wings are in part, or completely within the body, these minimum dimensions must nevertheless be maintained.

8. **HOODS :** Every car with an open body must be furnished with a hood which must comprise a rear section coming down behind the front or rear seat, according to the type of body, and two side panels which must protect fully the passengers in the rear seats of a four-seater car or the front seats of a two-seater. The dimensions from the top of the cushion on the seats to the inside of the top of the hood must be at least 80 cm. with no pressure on the seat.

9. **WINDSCREENS :** Windscreens may be adjustable but may not be concealed within the body, and must be of unsplinterable glass, talc or wire grid, provided that in the latter case the mesh of the grid does not exceed 2.5 mm. The minimum width of the windscreen must be 90 cm. When the screen is raised its top must be at least 75 cm. vertically above the driver's seat cushion measured from the rear of the cushion, and must be at least 15 cm. vertically above the top of the scuttle for its full width.

10. **CLOSED CARS :** For closed cars the same seat dimensions shall apply, the same windscreen dimensions, and the same dimensions for the roof that apply to the hoods of open cars.

11. **ALTERATIONS :** Provided that the car complies in the first place with the foregoing regulations, provided the bore and stroke are not altered in any way, and provided that neither the type of component nor the system on which it operates is altered, the entrant is allowed to effect such changes as he desires in the **internal** mechanism of the existing components of the chassis.

Externally, only the following alterations can be effected :—

- (a) Any type or size of wheel or tyre may be used.
- (b) Any type of sparking plug may be fitted.
- (c) Supplementary oil tanks may be installed if connected by a pipe to the crank case in order to replenish the sump, but must not form part of the oil circulation system.
- (d) Stone guards may be provided.
- (e) Provided that the number of carburettors used is not altered, the size and make of instrument may be varied. The position of the studs by means of which the carburettor is attached may not be altered.
- (f) Quick-acting filler caps of any dimensions may be fitted for fuel, oil and water replenishment.
- (g) Fuel tanks must be carried in the standard position, but need not be of standard size.
- (h) Larger shock absorbers of the type and make which is standard, if any, may be fitted.
- (i) Spring-spoked steering wheels may be fitted.
- (j) The means adopted to draw the liquid fuel through a pipe from the fuel tank and deliver it through a pipe to the float chamber of the carburettor may be anything the entrant pleases.
- (k) **SILENCER :** The exhaust gases must be led into an expansion chamber having a capacity of no fewer than six times the volume swept by one cylinder of the engine, the diameter, if circular, or the equivalent dimensions, if of any other form, being not less than one-fourth of the length, the tail pipe shall have an internal diameter of not more than half the equivalent diameter of the silencer, and shall be so arranged that the gases from the pipe cannot possibly impinge upon the road, and the pipe shall extend beyond the rear axle.
- (l) Recording instruments used may be of any make and type.
- (m) Bonnets must be secured by at least one strap, of not less than 2 in. wide, the single strap, if used, being placed in the centre.
- (n) The position of the battery may be changed, but the new position chosen must be behind the radiator.

With these exceptions there must be no external alterations whatever either in general or in detail, and the position of any existing external part must not be changed nor must any detail of a component be omitted.

12. **DRIVERS :** THE CLUB reserves the right to refuse the nomination of any driver without stating any reason.

Each car will carry, in addition to the driver, a mechanic, and both driver and mechanic must be male persons over 18 years of age. The chief duty of the mechanic will be

to keep a look-out in order to signal at once to his driver if the driver of another car wishes to pass. A driver must always be prepared to allow another car to pass. Crash helmets are recommended, but are not compulsory.

**13. LENGTH OF RACE AND HANDICAP :** The race will be for thirty laps of the Ards circuit, which is about  $13\frac{1}{2}$  miles in length, but :—

Cars with engines exceeding 500 c.c. and up to 750 c.c. (International Class H) will be credited with five laps before the start.

Cars with engines exceeding 750 c.c. and up to 1,100 c.c. (Class G) will be credited with three laps before the start.

Cars with engines exceeding 1,100 c.c. and up to 1,500 c.c. (Class F) and exceeding 1,500 c.c. and up to 2,000 c.c. (Class E) will be credited with two laps before the start.

Cars with engines exceeding 2,000 c.c. and up to 3,000 c.c. (Class D) will be credited with one lap before the start.

Cars with engines exceeding 3,000 c.c. (Classes C, B & A) will not be credited with any laps before the start.

**14. WINNER :** The winner shall be the entrant of that car which first completes thirty laps including those laps credited to it in advance, if any. In the event of an unforeseen occurrence necessitating the complete stoppage of the race before the full distance has been covered, the allocation of the award, if any, will be at the discretion of the Stewards.

**15. FUEL :** Only fuel which THE CLUB considers can be obtained in the ordinary way in most parts of the country may be used. Entrants must inform THE CLUB of the exact brand of fuel which they will require, notifying at the same time the quantity required and this fuel, if considered suitable by THE CLUB, will be distributed to them at the price in force that day. Provision must be made for sealing the fuel filler cap.

**16. BALLAST :** Ballast must be carried by cars of certain categories to represent passengers, in addition to the driver and mechanic. Cars in Classes H and G will carry no ballast ; cars in Class F will carry 132 lb. of ballast ; cars in Classes E to A inclusive will carry 264 lb. of ballast. Ballast must be carried in such a manner that it can be identified, removed to be weighed, and easily sealed at inspection, identified before the race, or if necessary, at any time during the race, and re-weighed after the finish. No car will be allowed to start, or having started, to continue, if in the opinion of the officials the ballast is insecurely fastened in position or likely to become loose during the race.

**17. WHEELS AND TYRES :** Each car will be allowed six wheels, of which two are regarded as spare wheels. Of these two, one must be carried in proper brackets on the car in a position outside the body of a four-seater and not in any part of the driving compartment of a two-seater during the race. The other wheel must be left at the replenishment pit. When necessary one wheel from the car must be exchanged for a wheel at the pit and the tyre on the wheel left at the pit may be changed or repaired either by the pit personnel or by the staff of the tyre company concerned, all other repairs to tyres being effected by the driver and mechanic only. When the car is presented at inspection prior to the race all six wheels must have a surface of 10 mm. by 20 mm. of bare metal on the outer edge of the rim within 20 mm. of the tyre valve, which surface will be used to receive an identification stamp.

**18. NUMBERS :** Competition numbers will be allotted to each car and must be painted on either side of the body and at the rear in black figures at least 11 in. high and 2 in. wide, on a white ground. Entrants must also provide a means whereby a numbered board 9 in. high by 11 in. wide, may be securely fixed across the front of the off side headlamp in an upright position facing forward, this board to be provided by the Club.

**19. INSPECTION AND WEIGHING :** An inspection of the cars, weighing and examination of ballast will take place on August 15th and 16th, at times to be appointed for each car by THE CLUB. The cars must be accompanied by the drivers and mechanics nominated and must be complete and ready in all respects as required by these regulations. If anything required by the regulations has been left undone, the entrant of the car may be fined a sum not exceeding £1 for every hour's delay until the requirements of these regulations are satisfied. The minimum weight limits are :—

Class.					Kgs.
H.	Over	500 c.c. and up to	750 c.c.	.. ..	330
G.	"	750 c.c. " "	1,100 c.c.	.. ..	420
F.	"	1,100 c.c. " "	1,500 c.c.	.. ..	660
E.	"	1,500 c.c. " "	2,000 c.c.	.. ..	780
D.	"	2,000 c.c. " "	3,000 c.c.	.. ..	860
C.	"	3,000 c.c. " "	5,000 c.c.	.. ..	1,200
B.	"	5,000 c.c. " "	8,000 c.c.	.. ..	1,680
A.	"	8,000 c.c.			1,800

These weights are taken without water, fuel or oil.

**20. REPLENISHMENT PITS :** Each entrant will be entitled to a replenishment pit of the size dependent on the number of cars entered by him, and will be responsible that the regulations governing that replenishment pit are adhered to. In cases where two or three cars of the same make are entered separately, the entrants may agree to run their cars from a pit of the size governed by the number of cars concerned provided that one of these entrants is appointed to be officially responsible for the carrying out of the regulations governing the replenishment pit.

**21. REPAIRS :** Every sort of material required by the driver and his mechanic to carry out work on the car must be placed on a bench in front of the replenishment pit from which the driver and his mechanic must take the articles required. No article may be handed direct to the driver or his mechanic or back by them. Nothing must be left on the course after the work at the replenishment pit is completed, everything being replaced on the bench by the driver or his mechanic before the departure of the car. Cars must be refilled at the pits allotted to them and nowhere else on the course, the work being done by the driver and mechanic of the car unaided. No work may be done on the car by any person except the driver and mechanic. No member of the pit personnel may set foot upon the course or stand upon the pit counter. In each pit there must be a minimum of four approved fire extinguishers within easy reach and in proper working order. No person may smoke in the pits. Each entrant will be allowed a staff of three male pit attendants for one car and two additional male attendants for each other car entered by him. The number of pit attendants allowed shall include the spare mechanic, if any, nominated by the entrant. Brassards will be issued to these men, are not transferable, and must be worn in a conspicuous position whenever the man to whom the brassard is issued is in the pit. In addition, each entrant will be allowed a brassard for one male representative entitling that representative to be admitted to the pit. In the event of any one of these conditions not being observed, a fine not exceeding £4 may be incurred by the entrant. In cases where cars are grouped together under regulation 20, the entrant elected to control the pit shall be deemed responsible for the fine.

**22. REPLENISHMENT :** For refilling the fuel tank of the car, or for the supply of oil or water, cans only may be used.

**23. SPARES :** No spare parts, oil, fuel or water may be taken on to a competing car at any part of the circuit other than the replenishment pits.

**24. STARTING AND LIGHTING INSTALLATION :** During the race engines must be started only with the use of the electric starting motor. The starting handle, or any orifice through which the starting handle might be placed, will be sealed by a representative of the club beforehand. Entrants must provide a means whereby this sealing can be effected satisfactorily before the cars are presented at inspection.

The lighting installation must be complete and effective throughout the race and the car must carry its lamps, wings, wind-screen and hood throughout the race.

**25. LAMPS :** Cars must be provided with a minimum of five lamps arranged to comply with the lighting regulations, and consisting of two head lamps having front glasses at least 6 in. in diameter, two side lamps, and a tail lamp.

**26. PRACTISING :** All nominated drivers, including the spare driver, if any, must complete a minimum of three laps of the course during the official practising hours and under observation by THE CLUB. No driver may commence a practice run unless his car is equipped with the official number board properly secured to the front of the off side head-lamp. Spare cars may be used for practice provided that leave to do so has been obtained from THE CLUB and special numbers allotted to the car for the purpose of practising.

**27. POWERS OF STEWARDS :** The Stewards of the Meeting shall have the same powers during the official practices as are conferred upon them by the R.A.C. General Competition Rules during the Race itself.

**Dangerous Cars.** Particular attention is drawn to the powers of the Stewards as defined in General Competition Rule No. 143, which is as follows :

"They (the Stewards of the Meeting) shall prohibit any competitor or automobile from competing whom or which they consider is or might be a source of danger, and generally shall have regard to the public safety."

**28. ASSEMBLY BEFORE THE RACE :** Cars, with drivers and mechanics, must be at the pits not later than two hours before the start of the race, and the cars, with their drivers and mechanics, must be in the positions allotted to them at the starting point by half an hour before the start. The engines of the cars must be stopped a quarter of an hour before the start, all doors of the bodies being closed, all hoods lowered, furled and secured.

**29. THE START :** Drivers and mechanics will be lined up opposite to their cars before the start. The starting signal will be given by dropping a flag at the starting hour, after which the driver and mechanic must proceed to start the engine with the electric starting motor and, in the case of open cars, raise and secure the hood. When these operations have been effected, and then only, may the car move off. Cars with closed bodies may move off the moment the engine has been started with the starting motor.

30. **THE RACE :** For two circuits of the course cars must be driven with their hoods up and properly secured. At the termination of the second circuit each car must be stopped at its own replenishment pit while the driver and mechanic, unaided by any other person, lower, furl and secure the hood, the engine of the car being stopped when the car reaches the pit, and afterwards restarted with the starting motor. Closed cars may continue running.

31. During the whole of the race any driver who brings his car to the pit either for refilling or repairs, or for any purpose whatsoever, must stop the car's engine, which may only be restarted with the starting motor.

32. **SIGNAL FLAGS :** Flag signals of the following type will be used by officials when it is necessary to signal to the driver of a car :—

Blue flag held stationary and horizontally—keep to the left.

Blue flag waved—proceed with caution.

Red flag over competitor's number—competitor must stop immediately and must not proceed until instructed to do so by an official.

Chequered flag over competitor's number—competitor has completed the course.

Yellow flag—stop instantly.

Red, blue, yellow, or black and white chequered flags must not be used by team personnel for signalling to cars.

The driver of a car which does not stop after a red or yellow flag has been displayed to him will be fined a sum of £5, on the first occasion, and on a subsequent occasion the car may be excluded from the race.

The mechanic of each car must acknowledge the official signals by a movement of one arm which can be clearly seen by the official with the flag.

33. **FINISH OF RACE :** At the conclusion of the race, cars which finish must be driven to positions which will be indicated for them by the officials and remain under the instructions of those officials, as they may be required for examination in some selected place at a given time. If possible, cars, the drivers of which have abandoned the race, must be moved off the course to an enclosure or position indicated to them by an official. A yellow flag will be displayed at the Pits thirty minutes after the winner has completed the course, after which time no car will be permitted to commence a fresh lap.

34. **PROTESTS :** All protests must be made in writing and handed to the Clerk of the Course in accordance with the International Sporting Code.

35. **GENERAL :** Penalties or fines mentioned in these Regulations are not in substitution for, but may be in addition to, the penalties provided in the International Sporting Code and the General Competition Rules of THE CLUB.

36. Pits may be provided for firms other than those which are entrants in the race, at a price of £20 per pit, and under the same conditions which govern the pits for the competing cars, save that the number of attendants in each such pit shall be limited to four male persons.

37. Entrants drivers and mechanics will be required to sign a statement certifying that they are conversant with the A.I.A.C.R. Rules and such other rules as THE CLUB may have issued in connection with this race.

38. All competitors are definitely bound by the Rules and Regulations issued by THE CLUB.

39. Any alterations or additions to these Regulations which THE CLUB considers necessary will be published in special circulars, such circulars having the same force as the original Regulations.

40. **INDEMNIFICATION.—IT IS A CONDITION** of entering a car for this Race and of driving or riding in or attending upon any car so entered, that the person or firm so entering it and the person or persons so driving it, riding in it, or attending upon it, do agree that neither the Royal Automobile Club nor any official, agent or servant thereof, nor any Public Authority, shall, in any circumstances whatever, be liable for any damage to or done by the said car, or for any personal injury or loss—of whatever kind—sustained by the driver, or by the mechanic or other person riding in or attending upon the said car, whether caused during the race or during any practice run or while the said car is on any road forming part of the racecourse, or on any approach thereto, or on land adjacent thereto, by whatever means such damage, injury, or loss may be caused, and even though the same be caused by the wilful act, neglect or default of any official, agent or servant of the said Club :

**AND IT IS FURTHER A CONDITION** that the said person or firm so entering a car agrees to indemnify the said Club and its officials, agents and servants and any Public Authority against all liability for any damage, injury or loss so done or sustained as aforesaid by the driver or other such person or persons as aforesaid.

# THE WORK OF THE R.A.C.

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It will probably be asked whilst this race is being held—how comes it that the R.A.C. is organising it—a body that is best known for its road service, and as one of London's foremost social clubs? The reply is that the R.A.C. is three-sided; that it performs three separate functions. In the first place the Royal Automobile Club is the body which officially represents motoring in Gt. Britain and Northern Ireland. In every civilised country in the world where motoring is known, there is an automobile club which is recognised by the International Association; and that recognised club is the body responsible for the control of the sport in its own particular country, for the carrying out of technical tests and trials, for the timing of records, and for arranging all matters appertaining to international travel. The second activity of the R.A.C. is its social club. Situate in Pall Mall, London, it is probably one of the most completely equipped clubs in the world. As, however, this side of the R.A.C. does not enter into motoring matters, it need not be expanded here.

The third side of the R.A.C. is its Associate Member's Section. Financially this has no relationship to the R.A.C. proper, save that the club foots the bill should the cost of the services provided for Associate Members exceed the amount received in subscriptions. From the point of view of organisation, however, the two are intimately connected, and the Associate Member receives a number of benefits through the Club proper, which he could never receive were the Associates' Section an entirely separate and distinct organisation.

It will be seen from the foregoing, that it is because of its position as the representative body of automobilism in this country that the R.A.C. is organising the Tourist Trophy Race. There was undoubtedly a demand for such an event as this, and the R.A.C. was simply fulfilling one of its many duties in arranging it. But when the race is over, and the thousands who have assembled to see it, have scattered and gone their several ways, it will not be on account of the race that they will remember the R.A.C., and not because of the fine club in London, but because at some cross road a figure clad in neat blue uniform has waved their car or motor cycle safely on, or that they have wanted some sort of touring information, or other service connected with their everyday motoring. It is the road service of the R.A.C. as expressed in its Associate Section, that has made the club so widely known, and it may interest visitors to the Tourist Trophy Race to know how this service first commenced and how it has grown.

## THE BIRTH OF A GREAT SERVICE.

The R.A.C. was founded over thirty years ago as the Automobile Club of Great Britain and Ireland, in the days when cars looked like converted wagonettes, and pneumatic tyres were unknown. The early motorists, like all pioneers, had a hard row to furrow, and the club found work immediately to its hand in breaking down the blind prejudice which existed against those brave souls who found even a ten mile trip a hazardous adventure. From its very inception the R.A.C.—or the A.C.G.B.I., as it then was—realised that the motorist as an individual, and the motoring community as a whole, needed a special form of service such as had never before been conceived, and as far back as 1897 there was an R.A.C. Engineer to examine cars and give advice, a Touring Department for members desiring to travel at home and abroad, an Instructional Department to teach people to drive, a Handbook with a list of reliable hotels and repairers, a Legal Department to defend members in the case of police prosecutions, and a distinguishing Badge to facilitate recognition.

From those early beginnings the R.A.C. has grown until it is now recognised and acknowledged as the premier motoring organisation in the world. Its influence is felt in every part of the civilised earth, and every foreign and colonial motoring organisation of any importance is associated with it. As motoring has grown, the R.A.C. has grown with it, and there has been built up, as a consequence, a road service that is to-day absolutely unique. Every need of the motorist has been foreseen and is catered for, and as new conditions have arisen the R.A.C. has created new departments to cope with them.

In building up the Road Service which it offers to every car owner and motor cyclist, the R.A.C. has not developed one particular department at the expense of another. Each individual service blends with the other to form a homogeneous whole, so that every emergency, every trouble or difficulty, every need or want has been thought of, and a service designed to meet it in full.

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# TRAFFIC REGULATIONS.

## 1. Area of Control.

Traffic to and from the Course will be controlled within an area bounded by a line drawn from the Ormeau Bridge, Belfast, through Ballygowan, Comber, Newtownards, Clandeboye, Craigavad, Holywood, to the Queen's Bridge, Belfast, all inclusive; and the map shows the routes which may be used within it.

## 2. Special Regulations for Belfast.

Special traffic routes through Belfast have been laid down in order to minimise congestion at the Holywood Arches.

Between the hours of 7-30 a.m. and 10 a.m. on the 14th and 15th August, and 8 a.m. and 11 a.m. on the 17th August, the following will be one-way roads in Belfast for vehicles of all types except tram cars, whether going to the Course or otherwise employed :—

(a) In the direction of Holywood Arches : Queen's Bridge, Bridge End, Newtownards Road to its junction with the Albertbridge Road.

(b) In the direction of the centre of the city : Albertbridge Rd., Albert Bridge.

During the hours between 7-30 a.m. and 10 a.m. and between 12-30 p.m. and 2 p.m. on the 14th and 15th August, and between 8 a.m. and 12 noon, and between 5 p.m. and 8 p.m. on 17th August, no vehicle of any kind including tram cars will be permitted to stop on the main roads between points 20 yards west of the junction of the Albertbridge Road and Newtownards Road, and 100 yards east of the Holywood Arches.

## 3. Traffic on the Course before the Practices and the Race.

The Course itself will be open to vehicular traffic of all types in any direction up to 9-30 a.m. on the 14th and 15th August, and up to 9-15 a.m. on the 17th August, except that vehicles will not be permitted to leave the Course at Dundonald Corner in the direction of Belfast, nor will vehicles be allowed to turn outwards off the Course into a side road unless they are proceeding to a car park off that road. They will, however, be allowed to turn off the Course outwards at Newtownards and Comber.

Vehicles may turn off the Course on to any road leading into the area enclosed by the Course without restriction at any time up to closing of the Course.

Vehicles which are on the Course at 9-30 a.m. on 14th and 15th August, and at 9-15 a.m. on 17th August, will be permitted to proceed to their destinations there to park or to deposit their passengers and then leave the Course via Newtownards or Comber with the least delay possible.

Every car for which any car park ticket has been obtained must have the ticket affixed to the windscreen.

## 4. Pedestrians on the Course before and during the Practices and the Race.

The Course will be closed to pedestrians at 9-30 a.m. on 14th and 15th August, and at 10 a.m. on 17th August, at which hours it will be finally cleared, and all pedestrians must place themselves behind the barriers where these have been erected, or behind the fences or banks completely clear of the road and footpath. On no account should they endeavour to cross the road or emerge on to the road or footpath during the progress of the Race.

## 5. Traffic Routes Outside Belfast.

Traffic approaching the Dundonald-Newtownards section should do so by the roads leading off the old Belfast-Bangor road (i.e., Belmont Road, Belfast, Craigantlet-Clandeboye) which can be reached either direct via the Belmont Road, Belfast, at one end and Clandeboye at the other, or by the side roads leading off the Holywood-Clandeboye Road.

Vehicles proceeding to the Comber-Newtownards section can do so only by the Course, and in consequence must enter the Course by 9-30 a.m. on 14th and 15th August, and by 9-15 a.m. on 17th August.



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## A GOOD START

When you've said it's been a delightful week-end and they've said they were so glad you were able to come—when you've all said "goodbye" and, by way of further emphasis, "Well, goodbye" — at this point it is best and happiest for all that you should get away. If the engine declines to start—then the situation is ruined, and the smiles on your faces begin to look as if they were fixed on with pins. Fit an Exide Battery and when you want to start—*start*.

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Vehicles in the area enclosed by the Course may use any road within it at any time subject to the restrictions after the Race in the last part of para. 8.

#### **6. Traffic to Dundonald Corner.**

Vehicles of all types from Belfast wishing to enter the Course at Dundonald Corner up to 9-30 a.m. on 14th and 15th August, and up to 9-15 a.m. on 17th August, may do so provided that they use the prescribed route Ormeau Bridge, Belfast, Lagan Boulevard, Ravenhill Road, My Lady's Road, Cherryville St., Beersbridge Road, Bloomfield Road, North Road, Upper Newtownards Road, Dundonald, the Course, but they will not be permitted to return by this route. (See para. 3).

Vehicles, however, which are proceeding to a park outside the Course near the Dundonald Central Corner may use this route at any time and return by it after the Practices, and the Race. On the day of the Race park tickets must be displayed on the windscreen.

#### **7. Traffic from the South and East of the Course.**

All traffic coming from Bangor or the Ards Peninsula must go either to Newtownards and thence along the Course (up to 9-30 a.m. on 14th and 15th August, and 9-15 a.m. on 17th August), or must work round by Clondeboyne on to the traffic routes.

Similarly all traffic from the south or east of the Ballygowan-Comber Road must go either to Comber in which case it is advisable to travel via Ballygowan and not via Killyleagh, in order to avoid the level crossing at Comber, and thence along the Course (up to 9-30 a.m. on 14th and 15th August, and 9-15 a.m. on 17th August), or work round by Ballygowan on to the traffic routes.

#### **8. Traffic on the Course after the Practices and the Race.**

On the conclusion of the Practices or the Race, the Course will be re-opened to traffic. In order to avoid congestion at Dundonald Corner the roads leading from there to Newtownards and to Comber will be one-way roads in the directions of these two towns respectively. Vehicles, therefore, which emerge on to either of these roads may leave the Course by side roads as available in directions suitable to their destinations, or by the main roads at Newtownards or Comber.

Those vehicles between Dundonald, Quarry Corner and Ballyroan which are returning to Belfast, Downpatrick or Ballygowan, should use the road across the area enclosed by the Course via Ballycullen Cross to Unicarval. Thence those for Belfast will proceed via Ballystockart to the Belfast-Ballygowan Road and those for Downpatrick and Ballygowan will proceed via Comber under the railway to Ballygowan to the Ballygowan Road.

#### **9. Trams.**

A special tram service will run in connection with the Practices and the Race from Belfast to Dundonald Corner.

#### **10. Restricted Roads.**

The Carrowreagh Hill Road is reserved for vehicles using the R.A.C. Grand Stand Car Park.

#### **11. General.**

The police on duty are authorised to divert or restrict any traffic or pedestrians as the circumstances may appear to them to necessitate. All drivers of vehicles and other persons must conform to all signals and other directions given by the police on duty.

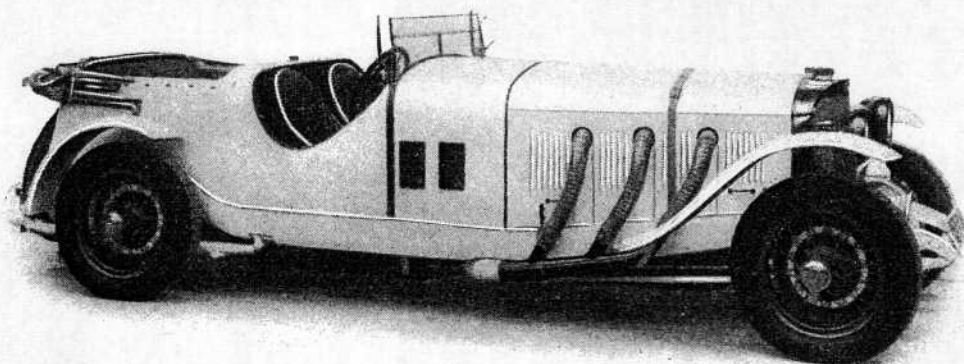
**Spectators, for their own safety, are urged to keep behind hedges and banks and not to congregate on the outside bend of any corners or bends.**

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BOURNEMOUTH MOTOR RALLY, 1928,  
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OLYMPIA MOTOR SHOW, 1928,  
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# FACTS ABOUT THE RACE.

The Prizes will be presented at the conclusion of the Race by His Excellency the Governor.

The total distance of the Race is 30 laps, equal to 410 miles.

The 73 entries comprise 21 different makes of car, and the countries represented are : Austria, France, Germany, Gt. Britain, Italy and the United States of America.

The Race will commence at 11 a.m., and is expected to last approximately six hours.

Official practising takes place on Wednesday and Thursday, 14th and 15th August, between the hours of 10-30 a.m. and 12-30 p.m.

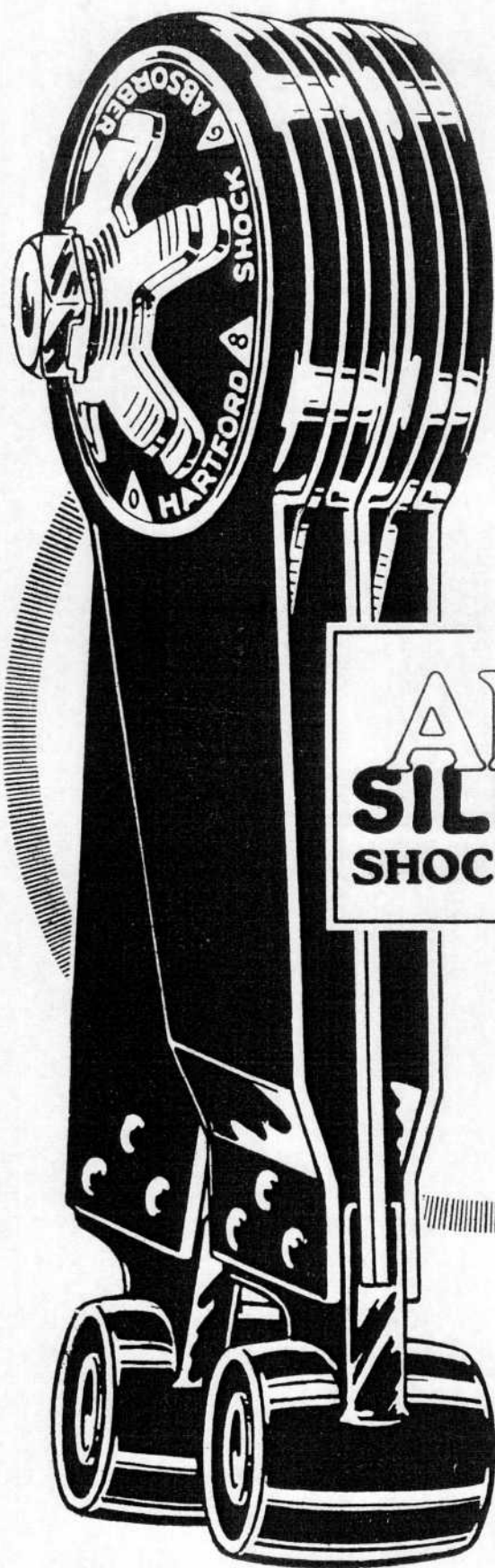
On completing the Course, cars will be signalled at the Pits by means of a black and white chequered flag, displayed over their number. They will then cover a further lap slowly, and at a point approximately 300 yards from the finishing line, their numbers will again be displayed. The driver concerned will then draw into the Competitor's Car Park, which is situated in the R. A. C. Enclosure in Carrowreagh Hill Road, and await instructions.

The Course will be closed to all vehicular traffic at 9-15 a.m. on the morning of the Race, and to pedestrian traffic at 10 a.m.

The R.A.C. has arranged for telegraph and telephone facilities in the Enclosure at the rear of the Score Board.

Seatholders on the Grand Stand and holders of R.A.C. Enclosure tickets will be entitled to use the R.A.C. Enclosure at Quarry Corner.

Spectators are warned that to assist a competitor in any way whatsoever, either by rendering mechanical aid or by pushing or lifting the car may render him liable to immediate disqualification. Spectators are requested to refrain even from approaching a competitor in trouble, unless their assistance is specifically asked for, or the competitor is unable to help himself.



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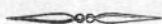
'Phone: PARK 9821.

The competing cars will be presented for final examination at Messrs. H. M. S. Catherwood Ltd.'s Garage, Donegall Road, Belfast, on Wednesday, Thursday and Friday, 14th, 15th and 16th August.

A full description of the handicap under which the Race is run will be found elsewhere in the Programme.

No differentiation is made between supercharged and unsupercharged cars, last year's handicap, which proved so successful, being employed again without alteration.

The regulations governing the Race are reprinted in this Programme. They contain particulars of the awards, the type of car eligible, the bodies and equipment that may be used, the handicap, the instructions regarding pit work, a description of the signals employed, and other useful information.



## REFRESHMENTS.

Messrs. THOMPSON'S, of BELFAST, will be responsible for all catering arrangements during the Race. These will include a 5/- Table d'Hote Luncheon, a 2/- Table d'Hote Tea, a Snack Bar and Buffet, and Cocktail and other bars. Tickets for the Luncheon may be obtained in advance at any of the following:—R.A.C. Office, 45 Chichester Street, Belfast; Ulster Automobile Club, Grand Central Hotel, Belfast; and Messrs. Thompson's, Belfast.





# 239

## **Manufacturers Recommend**

**WAKEFIELD**

# **CASTROL**

**MOTOR OIL**

This alone is proof that CASTROL claims are not mere statements, but concrete facts backed by conscientious endeavours to give the best that science can produce. There are so many lubricants advertised as "the best," that car owners may well find difficulty in making a choice. But there is one sure guide—Manufacturers' Recommendation: in his own interests a Manufacturer will only recommend a lubricant which exhaustive tests have shown to be that best suited to his product.

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& CO., LTD.,  
Wakefield House,  
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LONDON, E C 2.



## SPEED AND DISTANCE TABLE.

Miles per hour	1 LAP			5 LAPS			10 LAPS			20 LAPS			30 LAPS		
	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.
45		18	13	1	31	4	3	2	8	6	4	16	9	6	24
46		17	49	1	29	52	2	58	10	5	56	20	8	54	31
47		17	26	1	27	11	2	54	22	5	48	45	8	43	8
48		17	5	1	25	22	2	50	45	5	41	30	8	32	15
49		16	44	1	23	28	2	47	15	5	34	31	8	21	47
50		16	24	1	21	57	2	43	55	5	27	50	8	11	45
51		16	4	1	20	21	2	40	42	5	21	24	8	2	7
52		15	46	1	18	48	2	37	37	5	15	13	7	52	51
53		15	28	1	17	19	2	34	38	5	9	17	7	43	55
54		15	11	1	15	53	2	31	46	5	3	33	7	35	20
55		14	54	1	14	30	2	29	1	4	58	2	7	27	3
56		14	38	1	13	11	2	26	21	4	52	42	7	19	4
57		14	23	1	11	53	2	23	47	4	47	34	7	11	22
58		14	8	1	10	39	2	21	18	4	42	37	7	3	55
59		13	53	1	9	27	2	18	55	4	37	49	6	56	45
60		13	39	1	8	18	2	16	36	4	33	12	6	49	48
61		13	26	1	7	11	2	14	21	4	28	43	6	43	5
62		13	13	1	6	6	2	12	11	4	24	23	6	36	35
63		13	0	1	5	3	2	10	6	4	20	11	6	30	17
64		12	48	1	4	2	2	8	4	4	16	7	6	24	11
65		12	37	1	3	3	2	6	5	4	12	11	6	18	17
66		12	25	1	2	5	2	4	11	4	8	22	6	12	33
67		12	14	1	1	10	2	2	20	4	4	39	6	6	59
68		12	3	1	0	16	2	0	32	4	1	3	6	1	35
69		11	53		59	23	1	58	47	3	57	34	5	56	21
70		11	42		58	32	1	57	5	3	54	10	5	51	15
71		11	33		57	43	1	55	26	3	50	52	5	46	18
72		11	23		56	55	1	53	50	3	47	40	5	41	30
73		11	14		56	8	1	52	16	3	44	33	5	36	49
74		11	4		55	23	1	50	45	3	41	31	5	32	16
75		10	56		54	38	1	49	17	3	38	33	5	27	50
76		10	47		53	55	1	47	50	3	35	41	5	23	31

# ALPHABETICAL LIST OF DRIVERS.

Driver.	Car.	Class.	Racing No.
ALDINGTON, H. J.	Frazer-Nash (S)	F	37
BALLS, VERNON	Amilcar (S)	G	17
BARNATO, CAPT. WOOLF	Bentley	B	73
BARNES, J. D.	Austin	H	4
BENJAFIELD, J. D.	Alfa Romeo (S)	E	42
BIRKIN, H. R. S.	Bentley (S)	C	63
BRISSON, E.	Stutz (S)	B	69
BOWES, R. L.	Frazer-Nash (S)	F	38
CALDICUTT, G. E.	Austin	H	3
CAMPARI, CAV.	Alfa Romeo (S)	F	35
CARRACIOLA, R.	Mercedes Benz (S)	B	70
CHILDE, R.	Lea-Francis (S)	F	25
COBE, J. R.	Riley	G	9
CONELLI, COUNT	Bugatti (S)	D	56
CUSHMAN, I.	Alvis (S)	F	20
DAVIS, S. C. H.	Riley	G	11
d'ERLANGER, BARON H. R.	Bugatti (S)	D	57
DIVO, A.	Bugatti (S)	D	54
DON, KAYE	Lea-Francis (S)	F	22
DUNFEE, J.	Bentley	C	66
EDWARDS, H. N.	Lombard (S)	G	18
EGGAR, K.	Austro-Daimler	D	62
ELLISON, J. W.	Lea-Francis (S)	F	28
EYSTON, G. E. T.	Alfa Romeo (S)	F	34
FIELD, J. F.	Bugatti (S)	D	53
FRONTERAS, E.	Alfa Romeo (S)	F	36
GARRAD, N.	Arrol Aster (S)	D	60
GRINDLAY, R. W. G.	Triumph (S)	H	6
HALL, A. N.	Arrol Aster (S)	D	61
HARVEY, MAJOR C. M.	Alvis (S)	F	21
HEADLAM, L.	Alfa Romeo (S)	E	41
HENDY, G.	Lea-Francis (S)	F	27
HIGGIN, D.	Lea-Francis (S)	F	30
HINDMARSH, J. S.	Lagonda	E	46
HOLBROOK, S. V.	Austin	H	2
HORSMAN, V. E.	Triumph (S)	H	7
HORTON, R. T.	Amilcar (S)	G	16
HOWE, EARL	Bugatti (S)	D	52
HUTCHINSON, W. R.	S. A. R. A.	E	51
IVANOVSKY, B.	Alfa Romeo (S)	F	32
JACKSON, R. R.	Lagonda	E	45
LEWIS, B.	Riley	G	10
MACLURE, E.	Riley	G	14
MACONCOHIE, A. B.	Mercedes-Benz (S)	B	72
MARENDAZ, D. M. K.	Marendaz Special	F	39
MARIONI, M.	Alfa Romeo (S)	F	33
MASTERTON, G. F.	Ford	D	58
MEESON, E. I.	Lea-Francis (S)	F	31
MERZ, O.	Mercedes-Benz (S)	B	71
MOTTETT, M.	S. A. R. A.	E	50
NASH, A. FRAZER	Austin	H	1
NEWSOME, S. H.	Lea-Francis (S)	F	23
NOBLE, W. P.	Riley	G	8
OATS, R. F.	O. M.	E	48
OUTLAW, R. S.	Riley	G	12
PAUL, CYRIL	Alvis (S)	F	19
PEACOCK, K. S.	Lea Francis (S)	F	29
ROSE, RICHARDS T. E.	Lagonda	E	44
RUBIN, B.	Bentley (S)	C	64
SHAW, J. W.	Lea Francis (S)	F	24
SULLIVAN, W.	Austin (S)	H	5
THISTLETHWAYTE, T.	Mercedes-Benz (S)	B	67
TURNBULL, P. H.	Aston Martin	F	40
WATNEY, R.	Stutz (S)	B	68
WILKINSON, A. V.	O. M.	E	49
WILLIAMS, —	Bugatti (S)	D	55
WHITCROFT, C. R.	Riley	G	15
WOOD, B. HARCOURT	Bentley (S)	C	65
WOODS, S.	Lea Francis (S)	F	26
WRIGHT, A. S.	Ford	D	59

"S" denotes Supercharger fitted.

# ALPHABETICAL LIST OF CARS.

Car.	Driver.	Class.	Racing No.
AUSTIN .. ..	A. Frazer-Nash.	H	1
AUSTIN .. ..	S. V. Holbrook.	H	2
AUSTIN .. ..	G. E. Caldicutt.	H	3
AUSTIN .. ..	J. D. Barnes.	H	4
AUSTIN (S) .. ..	W. Sullivan.	H	5
AMILCAR (S) .. ..	R. T. Horton.	G	16
AMILCAR (S) .. ..	V. Balls.	G	17
ALVIS (S) .. ..	Cyril Paul.	F	19
ALVIS (S) .. ..	L. Cushman.	F	20
ALVIS (S) .. ..	Major C. M. Harvey	F	21
ALFA ROMEO (S) .. ..	B. Ivanovsky.	F	32
ALFA ROMEO (S) .. ..	M. Marioni.	F	33
ALFA ROMEO (S) .. ..	G. E. T. Eyston.	F	34
ALFA ROMEO (S) .. ..	Cav. Campari.	F	35
ALFA ROMEO (S) .. ..	E. Fronteras.	F	36
ALFA ROMEO (S) .. ..	L. Headlam.	E	41
ALFA ROMEO (S) .. ..	Dr. J. D. Benjafield.	E	42
ALFA ROMEO (S) .. ..	—	E	43
ARROL ASTER (S) .. ..	N. Garrard	D	60
ARROL ASTER (S) .. ..	A. N. Hall.	D	61
ASTON MARTIN .. ..	P. H. Turnbull	F	40
AUSTRO-DAIMLER .. ..	K. Eggar.	D	62
BENTLEY (S) .. ..	H. R. S. Birkin.	C	63
BENTLEY (S) .. ..	B. Rubin.	C	64
BENTLEY (S) .. ..	B. Harcourt Wood.	C	65
BENTLEY (S) .. ..	J. Dunfee.	C	66
BENTLEY .. ..	Capt. Woolf Barnato	B	73
BUGATTI (S) .. ..	Earl Howe.	D	52
BUGATTI (S) .. ..	J. F. Field.	D	53
BUGATTI (S) .. ..	A. Divo.	D	54
BUGATTI (S) .. ..	— Williams.	D	55
BUGATTI (S) .. ..	Count Conelli.	D	56
BUGATTI (S) .. ..	Baron H. R. d'Erlanger.	D	57
FORD .. ..	G. F. Masterson.	D	58
FORD .. ..	A. S. Wright.	D	59
FRAZER-NASH (S) .. ..	H. J. Aldington.	F	37
FRAZER-NASH (S) .. ..	R. L. Bowes.	F	38
LAGONDA .. ..	T. E. Rose Richards.	E	44
LAGONDA .. ..	R. R. Jackson.	E	45
LAGONDA .. ..	J. S. Hindmarsh.	E	46
LAGONDA .. ..	—	E	47
LEA FRANCIS (S) .. ..	Kaye Don.	F	22
LEA FRANCIS (S) .. ..	S. H. Newsome.	F	23
LEA FRANCIS (S) .. ..	J. W. Shaw.	F	24
LEA FRANCIS (S) .. ..	R. Childe.	F	25
LEA FRANCIS (S) .. ..	S. Woods.	F	26
LEA FRANCIS (S) .. ..	G. Hendy	F	27
LEA FRANCIS (S) .. ..	J. W. Ellison.	F	28
LEA FRANCIS (S) .. ..	K. S. Peacock	F	29
LEA FRANCIS (S) .. ..	D. Higgin.	F	30
LEA FRANCIS (S) .. ..	E. L. Meeson.	F	31
LOMBARD (S) .. ..	H. N. Edwards.	G	18
MARENDAZ-SPECIAL .. ..	D. M. K. Marendaz.	F	39
MERCEDES-BENZ (S) .. ..	T. Thistlethwayte	B	67
MERCEDES-BENZ (S) .. ..	R. Carraciola.	B	70
MERCEDES-BENZ (S) .. ..	O. Merz.	B	71
MERCEDES-BENZ (S) .. ..	A. B. Maconochie.	B	72
O. M. .. ..	R. F. Oats.	E	48
O. M. .. ..	A. V. Wilkinson.	E	49
RILEY .. ..	W. P. Noble.	G	8
RILEY .. ..	J. R. Cobb.	G	9
RILEY .. ..	B. Lewis.	G	10
RILEY .. ..	S. C. H. Davis.	G	11
RILEY .. ..	R. S. Outlaw.	G	12
RILEY .. ..	E. Maclure.	G	14
RILEY .. ..	C. R. Whitcroft.	G	15
S.A.R.A. .. ..	M. Mottett.	E	50
S.A.R.A. .. ..	W. R. Hutchinson.	E	51
STUTZ (S) .. ..	R. Watney	B	68
STUTZ (S) .. ..	E. Brisson	B	69
TRIUMPH (S) .. ..	R. W. G. Grindlay.	H	6
TRIUMPH (S) .. ..	V. E. Horsman.	H	7

"S" denotes Supercharger fitted.



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COMPANY LIMITED, COVENTRY**



**MASTER OF THE KING'S**

**HIGHWAY**

## STARTING NUMBERS OF CARS, ENTRANTS AND DRIVERS.

No.	CAR	ENTRANT.	DRIVER.	RESERVE DRIVER.	Bore and Stroke.	No. of Cyls.	c.c.	Nationality.
<b>CLASS H (over 500 c.c. and up to 750 c.c.). 5 credit laps.</b>								
1	Austin. ..	Sir Herbert Austin. ..	A Frazer Nash. ..	—	56x 76	4	747	British.
2	Austin. ..	Sir Herbert Austin. ..	S. V. Holbrook. ..	T. D. Ross. ..	56x 76	4	747	British.
3	Austin. ..	Sir Herbert Austin. ..	G. E. Caldicutt. ..	L. Brockas. ..	56x 76	4	747	British.
4	Austin. ..	J. D. Barnes. ..	J. D. Barnes. ..	F. S. Barnes. ..	56x 76	4	747	British.
5	Austin (S) ..	R. G. Heyn. ..	W. Sullivan. ..	R. G. Heyn. ..	56x 76	4	747	British.
6	Triumph (S) ..	R. W. G. Grindlay. ..	R. W. G. Grindlay. ..	C. H. Gardner. ..	56x 74	4	747	British.
7	Triumph (S) ..	V. E. Horsman. ..	V. E. Horsman. ..	A. R. Quinn. ..	56x 74	4	747	British.
<b>CLASS G (over 750 c.c. and up to 1,100 c.c.). 3 credit laps.</b>								
8	Riley ..	W. P. Noble. ..	W. P. Noble. ..	—	60x 95	4	1089	British.
9	Riley. ..	Victor Riley. ..	J. R. Cobb. ..	—	60x 95	4	1089	British.
10	Riley. ..	Victor Riley. ..	B. Lewis. ..	—	60x 95	4	1089	British.
11	Riley. ..	Victor Riley. ..	S. C. H. Davis. ..	—	60x 95	4	1089	British.
12	Riley. ..	P. de G. Benson. ..	R. S. Outlaw. ..	V. Gillow. ..	60x 95	4	1089	British.
14	Riley. ..	Percy Riley. ..	E. Maclure. ..	P. Maclure. ..	60x 95	4	1089	British.
15	Riley. ..	C. R. Whitcroft. ..	C. R. Whitcroft. ..	—	60x 95	4	1089	British.
16	Amilcar (S) ..	R. T. Horton. ..	R. T. Horton. ..	—	56x 74	6	1097	French.
17	Amilcar (S) ..	Vernon Balls. ..	Vernon Balls. ..	—	56x 74	6	1097	French.
18	Lombard (S) ..	Capt. A. G. Miller. ..	H. N. Edwards. ..	Capt. A. G. Miller. ..	61x 92	4	1098	French.

"S" denotes Supercharger fitted.



**It's a "Bigger"  
Better Car  
on**

**Pratts**

WILLIAM HARTON

# STARTING NUMBERS OF CARS, ENTRANTS AND DRIVERS—CONTINUED.

No.	CAR	ENTRANT.	DRIVER.	RESERVE DRIVER.	Bore and Stroke.	No. of Cyls.	c.c.	Nationality.
CLASS F (over 1,100 c.c. and up to 1,500 c.c.). 2 credit laps.								
19	Alvis (S) ..	T. G. John ..	Cyril Paul. ..	W. Urquhart Dykes. ..	55x 78	8	1491	British.
20	Alvis (S) ..	T. G. John. ..	L. Cushman. ..	W. Urquhart Dykes. ..	55x 78	8	1491	British.
21	Alvis (S) ..	T. G. John. ..	Major C. M. Harvey. ..	W. Urquhart Dykes. ..	55x 78	8	1491	British.
22	Lea Francis (S)	Sir Walrond Sinclair, K.B.E.	Kaye Don. ..	W. H. Green. ..	69x100	4	1496	British.
23	Lea Francis (S)	H. H. Timberlake. ..	S. H. Newsome. ..	W. H. Green. ..	69x100	4	1496	British.
24	Lea Francis (S)	H. E. Tatlow. ..	J. W. Shaw. ..	W. H. Green ..	69x100	4	1496	British.
25	Lea Francis (S)	R. Childe. ..	R. Childe. ..	D. Burcher. ..	69x100	4	1496	British.
26	Lea Francis (S)	S. Woods. ..	S. Woods. ..	J. G. Burney. ..	69x100	4	1496	British.
27	Lea Francis (S)	G. Hendy. ..	G. Hendy. ..	R. A. Myers. ..	69x100	4	1496	British.
28	Lea Francis (S)	J. W. Ellison. ..	J. W. Ellison. ..	E. Twemlow. ..	69x100	4	1496	British.
29	Lea Francis (S)	K. S. Peacock. ..	K. S. Peacock. ..	—	69x100	4	1496	British.
30	Lea Francis (S)	D. Higgin. ..	D. Higgin. ..	—	69x100	4	1496	British.
31	Lea Francis (S)	J. W. Shaw. ..	E. L. Meeson. ..	W. H. Green. ..	69x100	4	1496	British.
32	Alfa Romeo (S)	F. W. Stiles. ..	B. Ivanovsky. ..	—	62x 82	6	1487	Italian.

"S" denotes Supercharger fitted.

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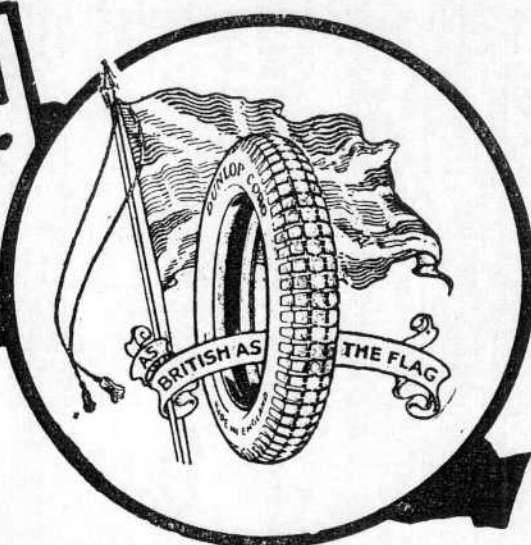
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## STARTING NUMBERS OF CARS, ENTRANTS AND DRIVERS—CONTINUED.

No.	CAR	ENTRANT.	DRIVER.	RESERVE DRIVER.	Bore and Stroke.	No. of Cyls.	c.c.	Nationality.
33	Alfa Romeo (S)	F. W. Stiles. ..	M. Marioni. ..	—	62x 82	6	1487	Italian.
34	Alfa Romeo (S)	F. W. Stiles. ..	G. E. T. Eyston. ..	—	62x 82	6	1487	Italian.
35	Alfa Romeo (S)	F. W. Stiles. ..	Cav. Campari. ..	—	62x 82	6	1487	Italian.
36	Alfa Romeo (S)	E. Fronteras. ..	E. Fronteras. ..	—	62x 82	6	1487	Italian.
37	Frazer Nash (S)	H. J. Aldington. ..	H. J. Aldington. ..	—	69x100	4	1496	British.
38	Frazer Nash (S)	H. J. Aldington. ..	R. L. Bowes. ..	R. G. H. Plunkett Green.	69x100	4	1496	British.
39	Marendaz Special	D. M. K. Marendaz. ..	D. M. K. Marendaz. ..	—	52x 88	8	1495	British.
40	Aston Martin.	P. H. Turnbull. ..	P. H. Turnbull. ..	—	69x 99	4	1488	British.

### CLASS E (over 1,500 c.c. and up to 2,000 c.c.). 2 credit laps.

41	Alfa Romeo (S)	L. Headlam. ..	L. Headlam. ..	—	65x 88	6	1750	Italian.
42	Alfa Romeo (S)	Dr. J. D. Benjafield. ..	Dr. J. D. Benjafield. ..	—	65x 88	6	1750	Italian.
43	Alfa Romeo (S)	Earl Howe. ..	—	Earl Howe. ..	65x 88	6	1750	Italian.
44	Lagonda.	A. W. Fox (Fox & Nicholl)	T. E. Rose Richards. ..	—	72x120	4	1954	British.

“S” denotes Supercharger fitted.

# DRIVERS *of the* WORLD'S FASTEST CARS

**SIR HENRY**  **SEGRAVE**

established a new World's Record for 1 Mile  
and 1 Kilometre by driving the "Golden  
Arrow" at an average speed of 231.5 m.p.h.

**CAPT MALCOLM**  **CAMPBELL**

secured the World's Record for 5 Miles  
and 5 Kilometres by driving the "Blue  
Bird" at mean speeds of 212 and 211 m.p.h.

## *Both Fitted*



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F 75



## STARTING NUMBERS OF CARS, ENTRANTS AND DRIVERS—CONTINUED.

No.	CAR	ENTRANT.	DRIVER.	RESERVE DRIVER.	Bore and Stroke.	No. of Cyls.	c.c.	Nationality.
45	Lagonda.	A. W. Fox (Fox & Nicholl)	R. R. Jackson. ..	—	72x120	4	1954	British.
46	Lagonda.	A. W. Fox (Fox & Nicholl)	J. S. Hindmarsh. ..	—	72x120	4	1954	British.
47	Lagonda.	A. W. Fox (Fox & Nicholl)	—	—	72x120	4	1954	British.
48	O. M.	L. C. Rawlence. ..	R. F. Oats. ..	—	65x100	6	1991	Italian.
49	O. M.	M. C. Morris. ..	A. V. Wilkinson. ..	F. Clark. ..	65x100	6	1991	Italian.
50	S. A. R. A.	H. E. Plaister. .. (Air Cooled Motors (Parent Co.), Ltd.)	M. Mottett. ..	H. E. Plaister. ..	66x 88	6	1806	French.
51	S. A. R. A.	H. E. Plaister. .. (Air Cooled Motors (Parent Co.), Ltd.)	W. R. Hutchinson. ..	R. L. Burdon-Sanderson.	66x 88	6	1806	French.

### CLASS D (over 2,000 c.c. and up to 3,000 c.c.). 1 credit lap.

52	Bugatti (S) ..	Earl Howe. ..	Earl Howe. ..	Capt. L. G. Callingham.	60x100	8	2264	French.
53	Bugatti (S) ..	J. F. Field. ..	J. F. Field. ..	—	60x100	8	2264	French.
54	Bugatti (S) ..	Ettore Bugatti. ..	A Divo. ..	—	60x100	8	2264	French.
55	Bugatti (S) ..	Ettore Bugatti. ..	— Williams. ..	—	60x100	8	2264	French.
56	Bugatti (S)	Ettore Bugatti. ..	Count Conelli. ..	—	60x100	8	2264	French.
57	Bugatti (S)	Ettore Bugatti. ..	Baron H. R. d'Erlanger.	—	60x100	8	2264	French.
58	Ford.	J. E. Coulter. ..	G. F. Masterson. ..	J. R. Cuthbertson. ..	77x108	4	2043	U.S.A.

"S" denotes Supercharger fitted.

## STARTING NUMBERS OF CARS, ENTRANTS AND DRIVERS—CONTINUED.

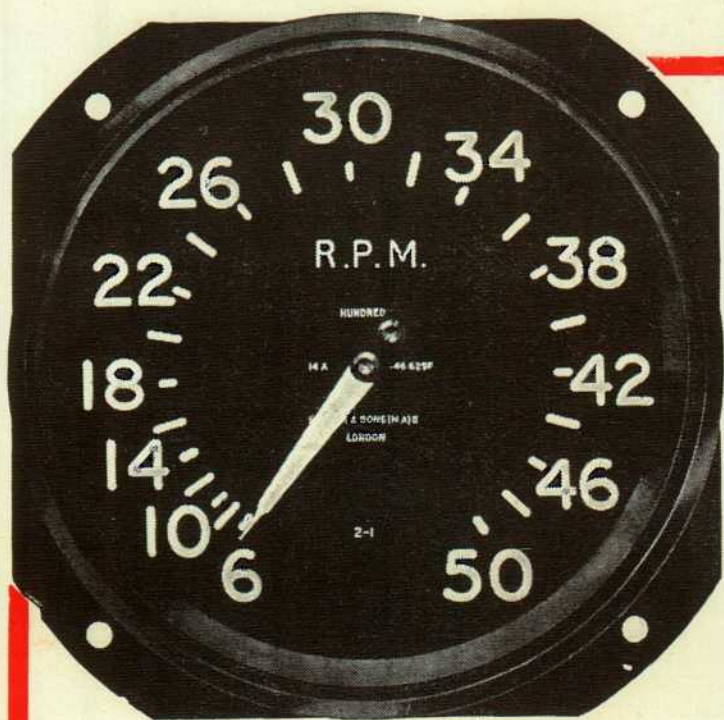
No.	CAR	ENTRANT.	DRIVER.	RESERVE DRIVER.	Bore and Stroke.	No. of Cyls.	c.c.	Nationality.
59	Ford.	J. Spence. ..	A. S. Wright. ..	W. Waugh. ..	77x108	4	2043	U.S.A
60	Arrol-Aster (S)	C. Clench. .. (Arrol-Johnston and Aster Eng. Co., Ltd.)	N. Garrad. ..	J. Reid. ..	67x110	6	2362	British.
61	Arrol-Aster (S)	C. Clench. .. (Arrol-Johnston and Aster Eng. Co., Ltd.)	A. N. Hall. ..	H. A. Smith.	67x110	6	2362	British.
62	Austro-Daimler.	K. Eggar. ..	K. Eggar. ..	H. Donaldson. ..	76x110	6	2994	Austrian.
<b>CLASS C (over 3,000 c.c. and up to 5,000 c.c.).</b>								
63	Bentley (S) ..	H. R. S. Birkin. ..	H. R. S. Birkin. ..	—	100x140	4	4398	British.
64	Bentley (S) ..	H. R. S. Birkin. ..	B. Rubin. ..	—	100x140	4	4398	British.
65	Bentley (S) ..	H. R. S. Birkin. ..	B. Harcourt Wood. ..	—	100x140	4	4398	British.
66	Bentley. ..	Hon. Richard Norton.	J. Dunfee. ..	G. Field. ..	100x140	4	4398	British.
<b>CLASS B (over 5,000 c.c. and up to 8,000 c.c.).</b>								
67	Mercedes-Benz(S)	T. Thistlethwayte. ..	T. Thistlethwayte. ..	G. Ramponi. ..	100x150	6	7100	German.
68	Stutz (S)	Warwick Wright. ..	R. Watney. ..	—	85x114	8	5277	U.S.A.
69	Stutz (S)	E. Brisson. ..	E. Brisson. ..	—	85x114	8	5277	U.S.A.
70	Mercedes-Benz(S)	E. J. Knight. ..	R. Carraciola. ..	O. Kuhnle. ..	100x150	6	7100	German
71	Mercedes-Benz(S)	M. M. Lund. ..	O. Merz. ..	Albert Sailer. ..	100x150	6	7100	German.
72	Mercedes-Benz(S)	A. B. Maconochie. ..	A. B. Maconochie. .	F. Garman.	98x150	6	6800	German.
73	Bentley.	Capt. Woolf Barnato .. (Bentley Motors, Ltd.)	Capt. Woolf Barnato. ..	Lt. Cr. Glen Kidston. R.N	100x140	6	6597	British.

“S” denotes Supercharger fitted.

# RESULTS.

Finishing Order	CAR No.	DRIVER	CAR	H.	TIME M.	Sc.	SPEED M.P.H.
1st							
2nd							
3rd							
4th							
5th							
6th							
7th							
8th							
9th							
10th							
11th							
12th							
Class Winners							
B							
C							
D							
E							
F							
G							
H							
Team Award							
Fastest Lap							

# MEMORANDUM.



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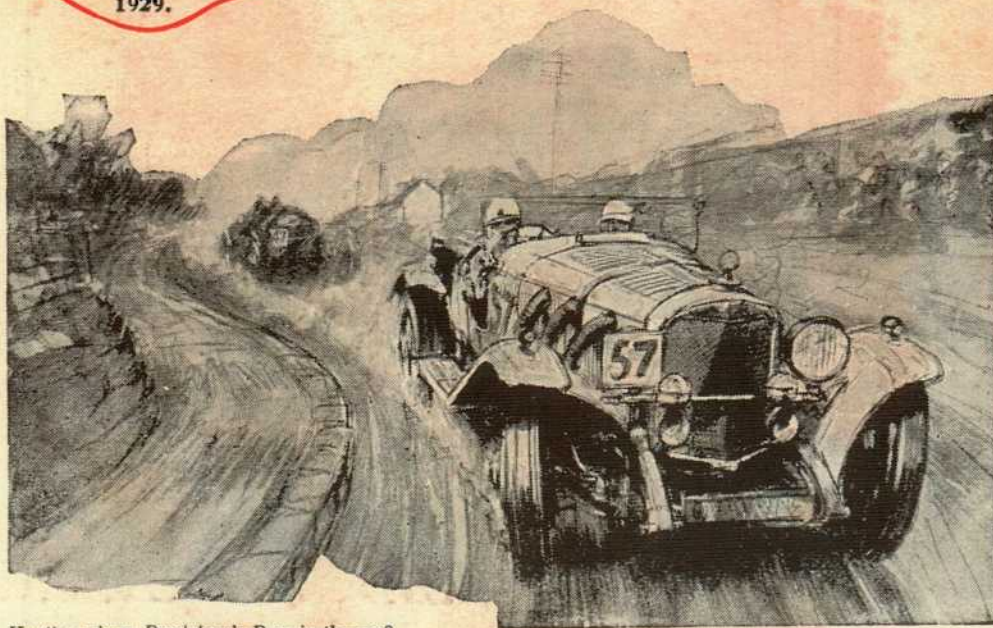
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Hurlling down Bradshaw's Brae in the 1928  
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by F. Gordon Crosby from "The Autocar"