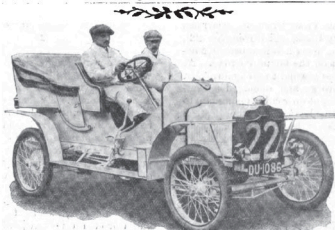


The Tourist Trophy Race.

DESPITE the efforts of the Royal Automobile Club, annually renewed and annually less inciting to the motor industry, the Tourist Trophy race has not shown itself of vital importance or even possessed of the elements of permanence. Compared with 1905 the entries, starters, and finishers have all decreased, and the attempt to infuse interest into the event by running a "bigger brother" concurrently with the Tourist Trophy race made for confusion rather than excitement. The decadence of the event, upon which one of our correspondents had a very suggestive article last week, is brought out with greater lucidity by the following figures than any mere words can convey.

	Starters.	Finished.	Winner.	Speed.
1905	... 42	... 18	18-h.p. Arrol-Johnston	
1906	... 29	... 9	Mr. G. S. Napier	... 33.9 m.p.h.
			20-h.p. Bolls-Royce	
1907	... 22	... 2	Hon. C. S. Rolls	... 39.5 m.p.h.
			20-h.p. Rover Mr. E. Courtis	28.5 m.p.h.



Mr. E. Courtis at the wheel of the Rover Car on which he won the Tourist Trophy Race.

were to be wider and the load increased to 1,400 lbs. But these were all of minor degree when compared with the change in the weather. Water all around is what is expected on an island; but there is no general desire that it should cover the land as well. Yet that is what the rain did on Thursday last week.

At the start it was noted that many of the cars were provided with non-skids, a wise precaution, the value which was quickly apparent, as other vehicles side-slipped along the course at intervals.

The first car despatched by Messrs. Ebbelwhite and Glazebrook was the No. 2 Darracq, driven by Mr. A. Lee Guinness, and then the others. Within an hour we got news of the contestants, Mr. J. Reid, who drove in place of Mr. T. C. Pullinger, being second at Ramsey, although he had started eleventh. The best running, however, was made by Mr. L. Coatslen, who ultimately made the fastest round of the day, reaching a speed of 37½ miles per hour. Unfortunately for him a leaky petrol tank was an early



The Tourist Trophy Race.—The Scene at the Starting Point.

Even the weather clerk added to the mystification of competitors, and the good weather of 1905 and 1906 deserted the course. Many alterations had been made with regard to the race, petrol of a higher specific gravity was allowed, two more circuits than last year had to be travelled, the tracks of cars

signal of distress. All the starters managed to complete the lap, the fastest in 1 hr. 4 min. 39 sec., and the slowest in 1 hr. 55 min. 41 sec. At the end of the circuit, Mr. J. E. Hutton on his Berliet abandoned the attempt, owing to the delay occasioned by repairs, consequent on losing an oil plug

out of the differential casing. The undershield had been previously removed and the mud thrown up from the road caused the change-speed control to jam.

In the second round the spectators in the Club enclosure had a little excitement when the Vinot (No. 3), Darracq, Ariel-Simplex (No. 12), in the Heavy Class, and Rover (No. 22), came along in racing style, all having been handicapped, in common with the other cars, by the mist on the mountain road. At the beginning of the lap circumstances seemed to go against Mr. Coatalen, who skidded at Quarter Bridge and damaged a rear-spring, which finally broke on the mountain road, causing him to relinquish the race altogether. Mr. J. Reid on the Beeston Humber again showed up well, taking leading place, closely followed by Mr. J. S. Napier on the Arrol-Johnston, and Mr. O. Cupper on the Metallurgique.

Despite several incidents which were almost of an exciting character, there was only one absentee in the official record of the second round, that was the 18-h.p. Star driven by Mr. S. Prew. On nearing Quarter Bridge, when beginning the lap, the wheels of his car failed to keep to the ground and the vehicle charged the parapet of the bridge with such force that the axle was bent and the car totally unable to continue in the running. At first it

times of some competitors indicated troublesome journeys. Mr. Napier lost an hour owing to a choked petrol pipe. The Beeston-Humber was again credited with the fastest run, Mr. Tuck on the Coventry-Humber being second.

Four cars fell out in the fifth round, viz., the Berliet driven by Mr. Porporato, 24-h.p. Vinot and the 16-20-h.p. Coventry Humber. The former had been much delayed by the change-speed control mechanism becoming jammed. The Humber, which had steadily improved its position on each round, damaged a wheel and was delayed by tyre troubles; and the Vinot unfortunately ran out of petrol. In this round the Metallurgique, which had run very consistently, came bounding to the front and Mr. E. Courtis on his Rover got into the fourth place. He started eighth on the first round.

Excitement rose above the rain as the sixth round was in progress. News came early that Mr. Cupper had been stopped on the Metallurgique for want of petrol, the Clement's supply gave out at Peel, Mr. A. L. Guinness was stranded at Hillberry corner, Mr. J. S. Napier's Arrol-Johnston suffered the same fate, while that driven by Mr. E. J. Roberts had a broken universal joint, necessitating the abandonment of the effort. The Thornycroft was stopped by a broken coil. We

TOURIST TROPHY CARS.

Car number.	Car.	Driver.	Stated h.p.	Time of each Lap.					
				1st Circuit.	2nd Circuit.	3rd Circuit.	4th Circuit.	5th Circuit.	6th Circuit.
				h. m. s.	h. m. s.	h. m. s.	h. m. s.	h. m. s.	h. m. s.
2	Darracq	A. Lee Guinness	18	1 20 22	1 20 30	1 23 20	1 25 50	1 24 54	—
3	Darracq	K. Lee Guinness	18	1 27 34	1 24 52	—	—	—	—
4	Berliet	B. M. Porporato	22	1 25 35	2 47 27	1 27 3	1 30 52	1 48 52	—
5	Berliet	E. J. Hutton	22	2 27 9	2 27 5	—	—	—	—
7	Arrol-Johnston ...	E. J. Roberts	25	1 18 7	1 13 8	1 13 5	2 14 19	1 14 44	—
8	Arrol-Johnston ...	J. S. Napier	25	1 40 29	1 19 15	1 18 47	1 19 18	1 19 31	—
9	Metallurgique ...	O. Cupper	24-23	1 19 5	1 14 55	1 20 39	1 23 8	1 33 4	—
10	Thornycroft	T. Thornycroft	14	1 40 54	1 21 46	1 23 3	1 23 35	1 40 1	—
11	Scout	J. P. Dean	17-20	1 55 41	1 52 40	2 59 14	—	—	—
12	Coventry-Humber ...	W. G. Tuck	16-20	1 20 8	1 17 29	1 19 23	1 20 25	—	—
13	Beeston-Humber ...	J. Reid	16-20	1 13 52	1 14 29	1 16 22	1 15 56	1 54 40	1 39 57
14	Star	H. Goodwin	18	1 26 18	1 26 57	1 37 2	1 55 15	1 46 52	—
15	Star	G. Prew	18	1 25 36	—	—	—	—	—
16	West-Aster	R. H. Collier	16-20	1 26 11	1 26 24	—	—	—	—
19	Vulcan	T. Rimmer	20	1 32 15	1 32 39	1 33 6	1 37 6	1 37 28	—
20	Clement	G. Brand	18	1 30 21	1 28 16	1 32 39	1 35 45	1 33 29	—
21	Gladiator	M. Ross Browne	18	1 31 1	1 32 5	1 34 13	1 38 2	1 42 33	—
22	Rover	E. Courtis	20	1 22 25	1 21 46	1 20 58	1 23 0	1 27 25	1 27 50
23	West-Aster	P. Lamb	16-20	1 27 46	3 12 28	3 5 34	—	—	—
24	Hillman-Coatalen ...	L. Coatalen	20	1 4 39	1 23 56	—	—	—	—
25	Rover	E. R. Folker	20	1 50 21	1 26 4	1 36 36	1 39 44	1 39 53	—
28	Vinot and Degain-gand ...	N. Littlejohn	24	1 16 53	1 25 9	1 18 6	1 18 43	—	—

was reported that the mechanic was hurt, but this proved to be an exaggerated statement. The second round was more evenly contested than the first, there being only a difference of less than 40 minutes between the 16-20-h.p. Beeston Humber, which obtained second place, and the 17-20-h.p. Scout of Mr. Percy Scout.

The third round began to tell on the competitors and weeded them down to 15. After doing very well in the first laps Mr. K. Lee Guinness had the misfortune to break a wheel in his differential gear near Ramsey. Mr. R. H. Collier's West Aster overturned in the mist on Snaefell and two wire wheels were fractured after two rounds of consistent timing, and Mr. P. Lamb slid down the mountain side owing to a skid and was in trouble. Mr. L. Coatalen was the other starter who was missing at the end of the third round. As already mentioned, he had had to contend with a leak in his petrol tank, and in the second round had skidded into a bank. Damage repaired after a quarter of an hour's delay, he went forward with a rush and was going gamely when a broken spring compelled his retreat in the third circuit.

The fourth round was maintained by all who had gone safely through the third, and none failed, although the slow

were officially not fit at the Vulcan, Gladiator, Star (No. 14) and Rover (No. 25), had been stopped on the fifth round, and then came the message that the Rover was in sight, and, 8 hrs. 23 min. 37 sec. from the start, Mr. Courtis was acclaimed the winner, Mr. J. Reid following on the Beeston Humber, the time for which being 8 hrs. 28 min. 17 1-5 sec.

HEAVY TOURING CAR RACE.

SHORTLY after the last of the Tourist Trophy cars had been despatched the first of the Heavy contingent went on its way, and it soon became difficult to follow the fortunes of the separate events. Last week we gave full particulars of the cars that were regarded as probable starters, and these were all at the starting line, being despatched in the order given. Below we give the table of times, showing the progress of the event lap by lap, and the way in which the various cars ran through the four laps was really remarkable. There were few incidents in the event. The first was provided by Mr. E. H. Arnott on the Arrol-Johnston, whose front axle was found to be bent near Peel on the first round, and no time was recorded. The two Ariel-Simplex cars ran well together, that driven by Mr. C. Sangster making the quickest.