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### Limerick Grand Prix Motor Race.

#### GRAND DANCE

AND DISTRIBUTION OF PRIZES

AT THE STELLA,

MONDAY, AUGUST 3rd Dancing, 9.30 p.m.

TICKETS (including Tea and Supper) 10/-

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Large Assortment of Papers Always in Stock at Moderate Prices.  
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ASK FOR ESTIMATES.

## THE YEAR'S GREATEST RACE.

### LIMERICK GRAND PRIX.

#### Famous Women Drivers Entered.

##### DESCRIPTION OF COURSE

On Monday next Limerick will be the Mecca of thousands from North, South, East and West, when the Grand Prix International Motor Race will be held.

As has already been stated, thirty competitors will leave the pits at 3 p.m., and in the event of any of the selected drivers being unable to compete, reserves will take their places. This means that whatever happens thirty competitors will start in what is expected to be the greatest of all street races.

Last year's race was described by people who were absolutely unprejudiced in the matter as easily the best there ever had been on land or water and while there have since been other races touching the high-water mark of excellence, there has been no finish so close as the seven seconds between Pentes and Fairfield, and never such fast and continuous excitement as was provided by a score and a half of cars on that great street course of 2 1/2 miles.



Miss Eileen Ellison (Maserati)  
By courtesy of "The Autocar."

##### BEST ENTRY.

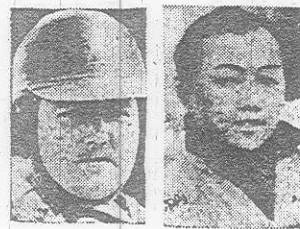
The entry is the best that has appeared on an Irish programme for several years, and is much better than in the Cork motor race held in May last. The scratch car is expected to travel at 66 m.p.h., which is extremely fast for a street course. The Austin and E.R.A. entries have a definite advantage, and it is anticipated that a car from either team should prove the winner. The winner should finish shortly after 5 p.m., and the race will conclude twenty minutes later.

##### PRIZES.

The prize fund comes to £550, with numerous splendid trophies. The organising committee have made very thorough preparations, and from their point of view at least, everything should go off without a hitch. They have the advantage of their experience last year, when the arrangements were of a most elaborate character, and reflected the highest credit on the Executive.

##### SAME AS LAST YEAR.

It is understood that practically all arrangements will follow the precedent set last year. The race will be started from the Pits by the Mayor (Ald. Bourke, T.D.), waving a flag. Ample precautions have been taken, and instructions issued to ensure that the course will be kept clear.



Austin Dobson  
(Alfa Romeo)

"B. Bira."  
(E.R.A.)

during the progress of the event, and in this matter the whole-hearted co-operation of the citizens will undoubtedly be forthcoming.

Citizens are specially requested not to congregate in too large numbers at the street openings, owing to the danger of surging out on to the course.

A number of cross-Channel drivers have been in Limerick for a few days, making themselves familiar with the several bends and corners in the 2 1/2 miles circuit, with various bumps in the main street, and with the lay-out of the circuit generally.

Once again chicanees will be used in the main street, this being the only Irish race employing such devices. They are obstructions made of wood, which are placed across the road to form artificial bends. On the Continent and at Brooklands chicanees are used to add interest to the race; at Limerick their primary purpose is to force down speeds at places where the drivers might be tempted to travel at too high a rate.

The course is 2 1/2 miles long. Pits, official enclosure, time-keeping box, and finishing line are located mid-way along William Street. The start, which will take place from in front of the pits, will be by groups



Frank O'Boyle  
(Adler)



David Yule  
(C.M.Y. Special)

of cars according to the time allowances included in the handicap. The race will be run in a clockwise direction, the right-hand-in, or Continental rule of the road, applying. Competitors are required to keep to the right, and overtake and pass on the left or outer side; this, however, does not debar a competitor in exceptional circumstances, such as when a car goes wide on a corner, or when safety for some reason demands it, from passing on the inner side. Flag marshals, being themselves men with racing experience, are posted at all corners, and at other intervals along the course. A blue flag, when held out stationarily, signifies that an approaching car is required to keep in closer to the right to make room for a faster car or cars to pass; the same flag waved is a danger signal, indicating to approaching cars that they should proceed with caution, owing to the course being temporarily blocked at a corner or elsewhere.

##### SELECTED ENTRIES.

The selected entries are as under—  
Duke of Grafton, London—3.255 c.c. Bugatti s/c.  
Miss E. Ellison, Cambridge—2.998 c.c. Maserati s/c.  
A. Dobson, Surrey—2.904 c.c. Alfa Romeo s/c.  
I. P. Connell, Warford—2.550 c.c. Alfa Romeo s/c.  
A. Powys-Lyde, Bradford—2.384 c.c. Alfa Romeo s/c.  
R. J. Gallagher, Tallaght—3.622 c.c. U.S.R.  
H. C. McFerran, Belfast—1.990 c.c. Bugatti.  
A. P. Holt, St. Asaph's—1.991 c.c. Triumph.

Irisher Adler Rennstall (Driver: C. H. Manders)—1.645 c.c. Adler.  
Mrs. Wilson and Mrs. A. C. Dobson, London—1.496 c.c. Riley.  
F. O'Boyle, Dublin—1.496 c.c. Alfa s/c.  
Ivo Peters Bristol—1.496 c.c. Frazer-Nash.  
A. H. Venschoye, Athy (Driver: M. Barington)—1.496 c.c. Frazer-Nash.  
Prince Chula of Siam (Driver: "B. Bira")—1.488 c.c. E.R.A. s/c.  
G. F. A. Manby-Colegrave, London—1.488 c.c. E.R.A. s/c.  
A. C. Dobson, London—1.498 c.c. E.R.A. s/c.  
P. Maclure, Coventry—1.089 c.c. Riley.  
Sir A. MacRobert, Caterham—1.087 c.c. M.G. s/c.  
L. R. Briggs, Whiteabbey—1.087 c.c. M.G. s/c.  
M. S. Soames, London—1.087 c.c. M.G. s/c.

Irisher Adler Rennstall (Driver: R. B. S. Le Panu)—995 c.c. Adler.  
F. H. French-Davis, Dublin—995 c.c. Fiat.  
D. Yule, Dublin—952 c.c. C.M.T. s/c.  
L. J. Lemas, Dublin (Driver: J. Toohy)—933 c.c. Ford.  
S. R. Sheane, Wicklow (Driver: C. Manby)—847 c.c. M.G.  
E. J. Costelloe, Adare, Co. Limerick—847 c.c. M.G.  
K. D. Evans, London—746 c.c. M.G. s/c.  
Lord Austin of Longbridge (Driver: C. J. P. Dobson)—744 Austin s/c.  
Lord Austin of Longbridge (Driver: C. L. Goodacre)—744 Austin s/c.

##### LIMERICK CHANGE.

A. P. Holt, who was entered to drive a two-litre Triumph on Monday, has withdrawn from the race, and his place will be taken by A. Hutchinson, driving J. W. Patterson's 939 c.c. M.G. Midget, PB type. Holt, whose entry had been made by way of cap mark, would have been off the same handi cap mark as Hutchinson.

##### WOODS MISSING FROM LIST.

In last year's race twenty-four competitors left the starting post, and subsequent four retired through engine trouble, including Stanley Woods, the well-known Irish racer, who, to the general disappointment, has not entered this year. Another entrant whose name is missing from this year's list is P. G. Fairfield, who drove such a splendid race, and missed the



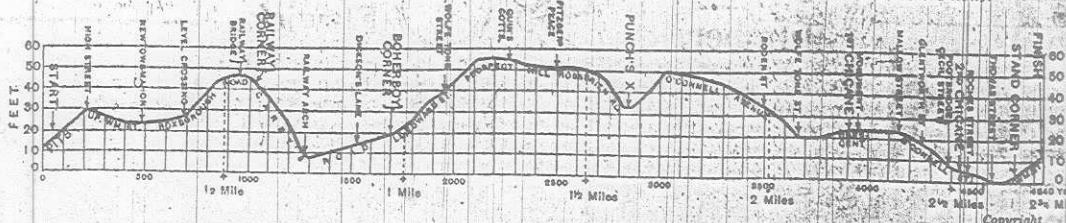
A. Powys Lybbe  
(Alfa Romeo)



The Duke of Grafton  
(Bugatti)

##### IRISH MOTOR RACING CLUB LIMITED.

DIAGRAM SHOWING HEIGHTS AND DISTANCES FROM START.  
Heights shown in feet above the lowest point on the Course (Intersection of O'Connell Street by Thomas Street and Bedford Row).



honour of being first by a few seconds.

For the purpose of comparison, the result of last year's race may be of interest to our readers.

Luis Fontes, the winner of the International Trophy and the Grand Prix of Endurance at Le Mans previously, finished only seven seconds in front of P. G. Fairfield, who drove an E.R.A., the first all-British Grand Prix racing car to appear in this country.

The following was the official result of the race:

1—Luis Fontes (Alfa Romeo), scratch. Finishing time—2 hours 21 minutes 17 seconds. Speed—64.91 m.p.h.  
2—P. G. Fairfield (E.R.A.), 2 laps, 30 seconds—2 hours 21 minutes 24 seconds, 62.29 m.p.h.  
3—P. N. Whitehead (Alfa), 3 laps, 1 minute—2 hours 23 minutes 24 seconds, 60.05 m.p.h.  
4—F. H. French-Davis (Fiat), 7 laps, 14 minutes—2 hours 26 minutes 45 seconds 53.96 m.p.h.  
5—J. Toohy (Ford), 8 laps, 1 minute—2 hours 29 minutes 15 seconds. 52.14 m.p.h.



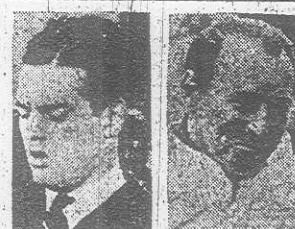
Mrs. Wisdom (Riley).  
By courtesy of "The Autocar."

6—D. Yule (Austin), 9 laps—2 hours 30 minutes 29 seconds.  
7—M. J. Hynes (Ford), 4 laps, 30 seconds—2 hours 31 minutes 7 seconds. 56.63 m.p.h.  
8—P. Dwyer (Bugatti), 4 laps 30 seconds—2 hours 31 minutes 25 seconds. 55.94 m.p.h.  
9—W. F. Ayton (M.G. Magnette), 7 laps 14 minutes—2 hours 32 minutes 13 seconds. 52.03 m.p.h.  
10—D. C. MacLachlan (Riley), 6 laps 14 minutes—2 hours 35 minutes 20 seconds. 50.97 m.p.h.

##### LIST OF AWARDS.

The following is the list of awards made following last year's race—

1st on Handicap (Lady Helen McCalmont's Trophy and £200)—L. Fontes.  
2nd on Handicap (Bedford Cup and £100)—P. G. Fairfield.  
3rd on Handicap (Russell Cup and £50)—P. N. Whitehead.  
4th on Handicap I.T.A. Cup and £40)—F. H. French-Davis.  
O'Shaughnessy Trophy (Best Irish Driver on Handicap)—F. H. French-Davis.  
Fastest Car over 2,000 c.c. (R.I.A.C. Cup)—L. Fontes.  
Fastest Car 1,501-2,000 c.c. (Vauxhall Cup)—W. F. Ayton (M.G.).  
Fastest Car 751-1,500 c.c. (I.M.R.C. Cup)



G. Manby Colegrave  
(E.R.A.)

R. B. S. Le Panu  
(Adler)

—P. G. Fairfield.  
Fastest Car under 750 c.c. (Committee Cup)—D. Yule (Austin).  
Silver Plaques (other finishers within 15 mins. of winner)—J. Toohy (Ford), M. J. Hynes (Statham-Ford), P. M. Dwyer (Bugatti), and D. C. MacLachlan (Riley).  
Scratch Awards (fastest speed over first 40 laps—up to 1,100 c.c. (250)—P. G. Fairfield; over 1,100 c.c. (250)—L. Fontes.  
Club Team Prize—I.M.R.C. No. 1 (French-Davis, Hynes, and Dwyer).  
No one-make team finished.

##### A RALLY.

In connection with the race the Irish Motor Racing Club is running a rally to Limerick, there being two starting places, Cork and Dublin. The metropolitan competitors will start from Stephen's Green at 3 p.m. on Sunday, and the Cork competitors will start at the same time from the South Mall. The Dublin drivers will proceed via Naas, Kildare, Monasterevin, Portlaoise, Roscrea, and Nenagh. At Roscrea their route joins that of the Cork drivers, who will have come by way of Fermoy. The average speed will be 34 m.p.h. Driving tests to decide the awards will be carried out when the competitors reach Limerick.

## Pilot

### ALL-WAVE

When owners of ordinary two-band receivers are finding reception falling off with the coming of summer, Pilot All-wave owners are discovering a thrilling new field of radio entertainment. For in summer short wave reception is at its best. Night after night breezy American programmes can be tuned in clearly. And Pilot All-wave owners can cut right across the maze of "propaganda" that clouds truth everywhere to-day, and hear the facts about Italy, Russia, Germany, Spain, direct from these countries' short wave stations, which broadcast in English regularly. Remember, for consistent reception you must get an all-wave receiver.

There are Pilot Models from 11 gns. to 37 gns. Radiograms, 46 gns. All Pilot Receivers are guaranteed for a full year, and are available on Hire Purchase Terms.

##### DEMONSTRATIONS ARRANGED

##### SOLE AGENTS:

## DICK QUIN & SON

RADIO HOUSE,

128 O'Connell Street, Limerick.

### Attraction for Tourists

A place that is attracting an unusual stream of visitors—mainly tourists from at home and abroad—this year is the Shannon Power Scheme. There is always a steady flow of people calling there, even during the winter, but this summer the numbers have swelled enormously. Many of the visitors saw the Scheme when it was under construction seven to ten years ago, and they have gone back to see the completed works.

The Electricity Supply Board has made arrangements to cater for visitors, who are shown over the Station in parties, between the hours of 10 a.m. and 1 p.m. and 2 p.m. and 5 p.m. every day, including Sundays. Tourists from all parts of the world sign their names in the "visitors' book" at the Station. Most of them drive to the big weir which dams the Shannon eight miles further up at Parteen, and which diverts the water into the head race canal.

The construction of this canal was one of the biggest engineering feats ever accomplished in Ireland. It is nearly eight miles long, is 100 yards wide from bank to bank, and has a sufficient depth of water to float a great liner. The canal would form an ideal setting for a "regatta," but, unfortunately, there are difficulties in that direction that cannot be overcome at present.

Miss Janet Gaynor, the film star, was saved from drowning at Phylla del Rey beach by the life guard and former water polo player, Dick Dobsinck, who heard her screams for help, and plunged into the breakers.

Miss Gaynor was suddenly washed 50 yards further out to sea by a terrific backwash of surf. She did not require treatment after her rescue, but decided not to visit the film studio.

To Each Householder or Occupier of Premises in Area of Motor Race.

The course will be closed from 2.30 p.m. until approximately 6 p.m.

It is requested that the following precautions should be taken by householders or other occupiers, by parents, by owners of motor cars, dogs, horses, etc. (as the case may be):—

(1)—All children should be kept under such control as will absolutely preclude any risk of their getting on the course.

(2)—All dogs or other animals that might gain access to the course should be tied up or otherwise effectively prevented from straying.

The above-named precautions should be taken by all residents in Limerick City, whether living near the course or not.

(3)—Occupiers of premises adjoining the course are asked to ensure that cars belonging to themselves or their visitors are not left parked on the course or roadways adjacent to it after 12 mid-day on Monday, 3rd August.

(4)—You are most earnestly requested, for the safety of all concerned, to assist the promoters by ensuring that there is no invasion of the course or footpaths along it from your premises, while the course is "closed."

(5)—Under no circumstances will the general public be allowed to congregate at the following points, which are "run-outs" for competitors, and are therefore, points of danger—William Street—Corner to Denmark Street. Roxboro' Road beyond Carey's Road Corner. New Street.

Please assist the Committee by co-operating with the Marshals in the discharge of their duties. They are acting for your safety.

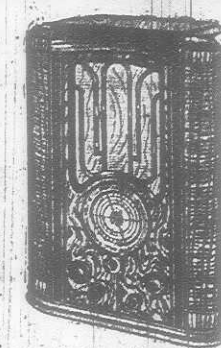
Signed on behalf of the Committee.

ALD. DAN BOURKE, T.D.

Mayor of Limerick, President.

E. A. ALBAN EYAN, Hon. Secretary

(Continued on Page 4.)



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16 to 2,000 metres in 4 wave  
All the most advanced features  
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