

THE ULSTER T.T.

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in and reported some troubles with the gearbox, but left again after half a minute, and Earl Howe spent some time curing ignition trouble before he had covered many laps. Black came to rest at Comber with a mysterious trouble which delayed him for nearly an hour, eventually proceeding when he had replaced a very tiny piece of the distributor gear which had broken and eluded him for so long. Although he travelled like a demon for a long time, he eventually came to the pits and retired, as he was so far behind. It was a great pity and the public shared the disappointment: with one of their previous T.T. winners.

After half an hour's racing Hall was leading on handicap by eleven seconds from Handley. Behind and only a few lengths away were Eyston, Dodson, Lewis and Hindmarsh, the two last-mentioned on the new Lagondas. Hall had put in a lap at 79.83 m.p.h. By 12 o'clock, one hour after the start, Hall had increased his lead to 39 seconds, and Fotheringham on the Aston-Martin had come into second place. Lewis and Hindmarsh had their Lagondas into the next two positions and Eyston and Dodson were immediately behind them.

Already tyres were beginning to show signs of wear, and it was known that all the large cars would have to stop twice and all the small cars once at least

for new wheels and covers. The Ards circuit is undoubtedly a cruel one from the tyre point of view, and it was interesting and a little perplexing to see that the wear on them was definitely harder this year than in previous races, although there were no superchargers and the cars were far nearer to the standard products of factories than ever before. It was, however, as near non-skid as it is possible to make a road, and the fierceness of the pace may be gauged from the truly terrifying skids that were still occurring at one point or another.

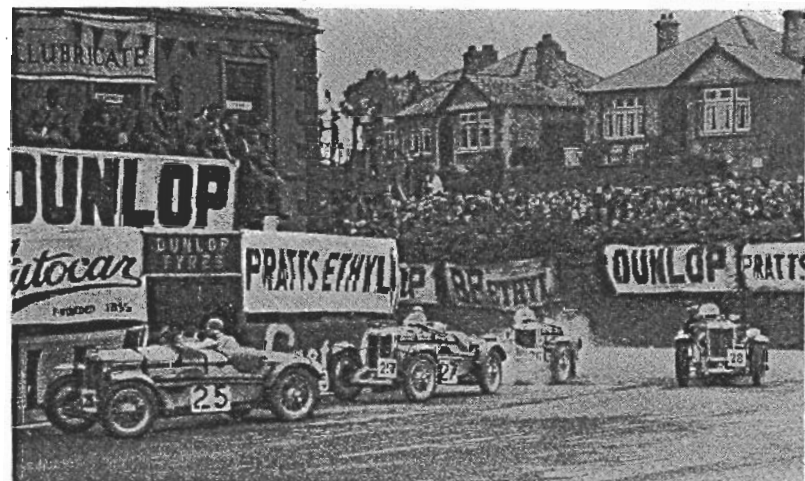
Singers were unlucky, Hodge taking to the ditch when a brake cable came adrift, Barnes going out early with a gasket gone on one of the sixes, and another of them leaving the race with transmission trouble. Langley alone remained to represent this *marque*. Everitt was unlucky with his Magnette, because a rear wheel collapsed and the brake-drum and gearing was damaged, so that he retired, but Dodson had worked up to second place by 1 o'clock, only one minute behind Hall's Bentley and averaging so far 74.69 m.p.h. Lewis was hanging on to third place and travelling faster than before, and Aston-Martins had two cars in the first six at this stage, Eyston being sixth and beginning to lose ground.

But tyre and fuel stops were still ahead of everyone and positions were bound to change before long. Hall was in first and loaded

with petrol and changed four wheels in 2 minutes 49 seconds. Dodson's stop was quicker, and 2 minutes 3 seconds were all that he lost. Eyston's was the quickest of the field, 10 gallons of fuel, four wheels changed and oil and water topped up all in 1 minute 55 seconds. By way of contrast, some pits kept their cars upwards of four or even five minutes for similar tasks.

Hall quickened his laps after his stop and put in one circuit at 81.01 m.p.h., and by so doing worked his way back to the front, which position he held until 3 o'clock. Dodson then got in front again and at 3.30 had averaged 74.43 m.p.h., including his stop. The big cars were all due to stop a second time and Hall was again the first of the big cars to change four more wheels, this time wasting only 2½ minutes on the job. As he left the pits, Brian Lewis was on his tail. This was where the real battle began. Telephone reports were stabbed out of the grandstand loud speakers as fast as they were received. "Nos. 1 and 7 are scrapping for a lead on Bradshaws Brae." "No. 1 leads No. 7 by two lengths at Comber." Lewis had got in front, although his car was not reckoned to be as fast as that of Hall. Lewis on No. 1 hung on in front, right the way round and was still there only three lengths ahead when the two cars rocked past the stand. How the crowd loved it!

Hall scrambled in front again, but Lewis hung on behind, and when they got to the stands with another 13½ miles covered, Lewis came through, his head ducked a little lower, his face a little more grim, and Hall thundering in his dust. So this great battle went on lap by lap until it was painfully plain that Lewis's breaker strips on all four wheels were nearing the real danger point. He had to stop and the crowd could no longer follow this battle. While they had been doing it, they had undoubtedly overlooked the fact that Dodson was still in front, and with only four laps to go, the loud speakers drew attention to the fact that the little man had a lead that



G. E. T. Eyston (25) leading C. J. P. Dodson (27), W. L. Handley (26) and Norman Black (28) round Dumdonald Corner.

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