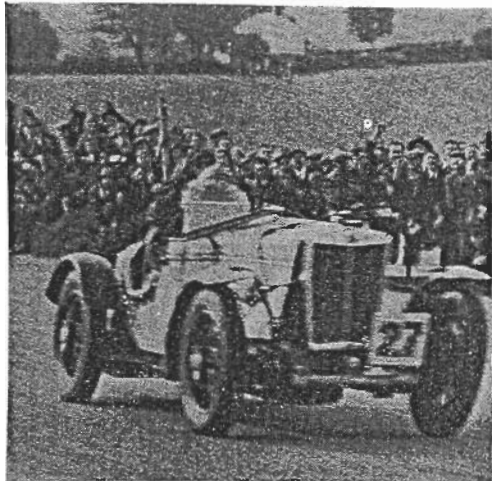


THE ULSTER T.T. *(Continued from page 483)*

made the ultimate result extremely speculative. Hall speeded up in pursuit and broke his previous records with a lap in 10 minutes 6 seconds. Dodson was given the all out and used it to the best advantage, actually doing more than hold Hall on handicap. As the cars entered on their last lap there was about 55 seconds between them, and Hall was travelling considerably faster in his Rolls-Bentley than was Dodson in the little Magnette.

Lewis groaned at the delays while his wheels were changed. Only 2 minutes 13 seconds passed, but it was an agonising period at such a critical stage. Aston-Martins moved up immediately this stop occurred, and even now the pace was such that it might be anyone's race.

*Flagging home C. J. P. Dodson, winner of the 1934 R.A.C. Tourist Trophy Race, in his standard un-supercharged M.G. Magnette at 74.65 m.p.h.*

One false move, one tiny lapse on a corner and curve and the end would be different. The suspense was such that the crowd was hushed, murmurings of expectancy bursting to a cheer as one or other of the likely winners came into sight down the long curling round between Dundonald and the stands. At Comber Dodson was thirty-one seconds ahead of Hall. At Ballystockart it was only 26 seconds and at Dundonald it was down to 22 seconds. And still there was a mile to run to the finish. How fleet Dodson was on

this last lap may be gauged from his win from Hall by the narrow margin of 17 seconds.

Fotheringham brought his Aston Martin over the line about three minutes behind Dodson, and a minute later Lewis in the Lagonda was flagged home fourth man.

Dodson was feted when he came to his pit, cheers echoing for minutes on his behalf until they were renewed for Hall who had lost the race by so small a margin.

