

# CHARLIE DODSON'S GREAT T.T. WIN

IN THE MOST THRILLING TOURIST TROPHY RACE OF ALL TIME, AVERAGING 74.65 M.P.H. IN A STANDARD UN-SUPERCHARGED  MAGNETTE

By L. F. DYER



Right: Mrs. C. J. P. Dodson pouring out for her husband a hard-earned glass of champagne after his magnificent victory.

CHARLES DODSON, by winning the International Tourist Trophy Race last Saturday in an M.G. Magnette, has achieved something that has eluded the many who have attempted the same feat. In his first year as a racing driver he has won one of the most difficult of all classic races and he has at the same time brought victory to an M.G. product for the third time, whereas no other make has ever won this race more than twice.

Dodson is now a very proud little man in his extremely quiet and unassuming way. He has travelled literally thousands of miles at hundreds of miles an hour on motorcycles, and amongst other successes has won the Isle of Man Tourist Trophy Race. Frequently he finishes second in a classic race, top honours seldom coming his way. That he should have been skilful enough to bring off this great victory shows that he has brains as well as a mere ability to control a high-speed car, and there should be many more successes before him because he is still a young man.

The Tourist Trophy that he won at an average of 74.65 m.p.h. was one to be remembered. The

half million people who saw it are not likely to forget the great struggle between Dodson on one of G. E. T. Eyston's Magnettes, Hall on the Rolls-Bentley which was appearing for the first time in competition work, and Brian Lewis driving one of the team of 4½-litre Lagondas, this *marque* making a welcome return to racing after an absence of several years.

Until Dodson brought the Magnette safely round the nasty Dundonald Hairpin a bare mile from the finishing post, no one could tell whether he would be successful in warding off the attack of Hall, who was closing upon him at the rate of some 45 seconds every lap, the Bentley being the fastest car in the race.

Long before the whole field was off on its long journey, news began to flow from the loud speakers. Of the Magnettes, Eyston was leading at Newtonards, Wal Handley, of Eyston's team, immediately behind, and Black, making up ground after his slight delay, lying third right on the heels of

the leaders. By the time this fast-moving column reached Comber, Dodson had displaced Black, and although Eyston led at Dundonald Hairpin, Dodson was first past the stand, to the great joy of the crowds who packed it to capacity. All round the course the spectators were crammed on every vantage point, and, if not a record concourse of visitors, it must have approached very closely to the masses that saw the first post-war race in Ulster in 1928.

Thrills of the accepted type were not lacking. Hall, on the Rolls-Bentley, had a terrific skid at the Moate and narrowly avoided a pile-up that would have ended his chances for the day. A. P. Hamilton, on Black's second Magnette, skidded but avoided disaster at Newtonards on two occasions, and Aldington ran the Frazer Nash up the escape road a little later on. Prestwich was not so lucky and at Quarry Corner gave the spectators a repetition of Dixon's thrill of 1932 by vaulting clean over the hedge and landing in the little ford on the other side. Apart from a shaking and a few cuts, no damage was sustained by driver or mechanic (one of the very few who were carried this year), but the car was beyond any immediate aid. Baird was on fire round the course, but the flames were put out before the photographers could get what they love so much, and Staniland was first to call at the pits for some new plugs. Handley came

## RESULT OF THE RACE

Driver	Make of Car	Time		M.P.H.
		h.	m. s.	
1. C. J. P. Dodson ... ..	M.G. Magnette	6	13 24	74.65
2. E. R. Hall ... ..	Bentley ... ..	6	13 41	78.40
3. T. Fotheringham ... ..	Aston-Martin ... ..	6	16 15	74.53
4. Hon. Brian Lewis ... ..	Lagonda ... ..	6	17 31	77.57
5. J. S. Hindmarsh ... ..	Lagonda ... ..	6	18 29	77.38
6. L. P. Driscoll ... ..	Aston-Martin ... ..	6	18 47	74.03
7. C. Penn-Hughes ... ..	Aston-Martin ... ..	6	20 5	73.78
8. John Cobb ... ..	Lagonda ... ..	6	32 23	74.58
9. A. W. K. Von der-Becke	Riley ... ..	6	33 27	70.32
10. T. E. Rose-Richards ... ..	Talbot ... ..	6	34 56	73.76
11. E. McClure ... ..	Riley ... ..	6	37 0	69.68
12. P. G. Fairfield ... ..	Riley ... ..	6	43 28	68.54
13. The Earl Howe ... ..	Talbot ... ..	6	46 20	71.67
14. A. P. Hamilton ... ..	M.G. Magnette ... ..	6	48 28	68.24
15. The Hon. Mitchell-Thompson	Frazer-Nash ... ..	6	48 41	68.58
16. S. H. Newsome ... ..	Riley ... ..	6	49 8	67.57
17. N. A. Berry ... ..	Frazer-Nash ... ..	6	52 22	67.95

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