

ULSTER T.T.

Drivers sprint for their cars at the start of the R.A.C. International T.T. race. Stirling Moss, in a Mercedes, is one of the first away on the 7 1/2-mile Dundrod Circuit. Eighty-four laps to go - that's over 600 miles, at speeds which only a master can handle!

Todd in a Triumph, Fangio (Mercedes), Hawthorn (Jaguar) and here's Von Tripps in the third works Mercedes.

Forty-five is Dick Maimering's Elva.

This is a six-class race, with cars ranging from 740 cc. to 3 1/2 litres. That makes for danger, and the spectators are well protected. Mike Hawthorn bringing his Jaguar into the pits gives us a chance to watch the incredible speed at which the mechanics can work.

Mike Hawthorn's away again, and Mercedes manager Alfred Neubauer keeps an eye open for his team. Yes, here's Stirling Moss in for a new wheel. His rear wing is badly damaged - and how many drivers could come in safely on a tyre like this?

Stirling's on his way, straining to make up every lost second. But ahead at Bear's Leap, the fastest part of the course; stewards flags warn drivers that tragedy has struck.

At this spot, in a few ghastly seconds, two drivers lost their lives. Jim Mayer's Cooper hit a concrete pillar and burst into flames; Bill Smith's Connaught crashed into the blaze. Mayer died instantly, and Smith soon after. Five others, including ace drivers Ken Wharton and Lance Macklin were lucky to survive the pile-up. Dick Maimering died later in a second crash.

Stirling Moss and other drivers still in the race don't yet know the full extent of the disaster.

Mike Hawthorn has to retire after his Jaguar has skidded. In the pits, Neubauer has a word with the Jaguar manager. And it's a Mercedes one-two-three victory, Moss, Fangio and Von Tripps, in that order. Later, Moss commented that there were too many inexperienced drivers in this race which cost three lives. Coming from such a man, these words deserve serious thought if tragedies like this are to be avoided in the future.