FLIGHT, JULY 6, 1933

COMPETITORS IN KING'S CUP RACE ARRANGED ACCORDING TO HANDICAP

Racine
No.

Registration
tetter s Entrant Pilot Aircraft Engine

Handicap
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Rd. 3 Final Speed*
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G-ACGL
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G-ABYW
G-ABMD
G-ABI.G
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G-AASI
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G-ABWH
G-ABWW

T. C. Sanders
Lt.-Col. L. A. Strange, D.S.O.
Wing-Corn. H. M. Probvn,
D.S.O.

W. S. Stephenson
J. C. V. K. Watson . .
Laurence Lipton
Hon. Richard Westenra
Viscountess Hardinge
R. O. Shuttleworth ..
Nornian Killan
E. W. Hart . .
E. Gandar-Dower
Alexander Henshaw
F./O. Charles Allen ..
Viscountess Furness
Mrs. Doris Sale
W. I. Runciman
M. D. L. Scott

Hon. Lady Bailey
The Lord Wakefield of Hythe
A. C. M. Jarkaman
Woolf Barnato
J A. S. Butler

1
Sir D. Hail-Caine
' Capt. de Haviiland ..
C. G. Grey
Sir W. Morris, Bt
Ft./Lt. H. M. Schofield
Sir W. Morris, Bt
C. S. Napier
Sir W. Morris, Bt
Sir Philip Sassoon, Bt.
Air Vice-Marshal A. E. Borton
H.R.H. Prince George
Lt.-Coui. E. W. Leake.D.S.O.
F. R. Walker
S. A. Sadler
Sir N". J. Watson, Bt.

T. C. Sanders . .
L. A. Strange . .
H. M. Probyn
Capt. E, D. Ayre
J. C. V. K. Watson
L. Lipton
R. Westeira
Fl./Lt. E. C. T. Edwards
R. 0. Shuttleworth ..
R. Bannister
Fl./Lt. A. P. K. Hattersley
A. C. S. Irwin
A. Henshaw
F./O. C. Allen . .
T. Campbell Black . .
A. M. Diamam
W. L. Runciman
M. D. L. Scott

Lady Bailey
H. S. Broad
A. C. M. Jackaman
Ft./Lt. E. A. Healy . .
Mrs. A. S. Butler
A. J. Styran
Capt. dc Havilland
F./O. H. H. Leech
P. E. G. Saver
H. M. Schofield
Fl./Lt. P. W. S. Bulman
C. S. Napier
G. E. Lowdell
F./O. G. R. A. F.lsmie
A. E. Borton
Fl./Lt. J. G. D. Armour
E. W. Percival..
F. R. Walker ..
W. L. Hope
Fl./Lt. G. H. Stainforth

Martlet
Spartan Clipper
Miles Hawk
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Desoutter Markl
Hawk
D.H. Moth
I D.H. Moth
Comper Swift . .
Comper Swift ..
Comper Swift
D.H. Puss Moth
D.H. Puss Moth
Comper Swift ..
D.H. Puss Moth
D.H. Puss Moth
D.H. Puss Moth
D.H. Puss Moth
D.H. Puss Moth
D.H. Puss Moth
D.H. Dragon . .
Monospar
Arrow Active ..
D. H. Leopard
Moth
D.H. Leopard
Moth
D.H. Leopard
Moth
Arrow Active ..
Hawker Tomtit
Monospar
Hawker Tomti
Hendy . .
Hawker Tomti
Percival Gull
Percival Gull
Percival Gull
Percival Gull
Comper Swift
Comper Swift
Comper Swift

Genet II

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Cirrus III
Hermes II
Cirrus III
Gipsy III
Gipsy Major ..
Potjoy
Pobjoy
Pobjoy
Gipsy III
Gipsy III
Pobjoy
Gipsy III
Gipsy III
Gipsy III
Gipsy III
Gipsy III
Gipsy Major ..
Gipsy Major (2)
Pobjoy (2)
Hermes II B .

Gipsv Major .
Gipsy Major .
Gipsy Major .
Gipsy III
Wolseley A.R.9
Pobjoy (2) . .
Wolseley A.R.9
Hermes IV

Wolseley A.R.9
Xapier Javelin
Napier Javelin
Napier Javelin <
Napier Javelin
Gipsy III
Gipsy li t
Gipsy Major ..

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24 02
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19 49
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19 09
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14 45
13 35
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6 11
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4 46
4 19
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* The speeds are quite unofficial, and are based on the assumption that Nos. 7 and 12 do 110 m.p.h., and No. 28, 172 m.p.h

fact that the handicapping is done on each short distance should ensure that quite a number of close finishes are secured during the day, since even if one competitor should manage to " cheat " the handicappers, the gap between him and the next man should be but small.
In previous years FLIGHT has urged, and at long last managed to get adopted, the idea that machines should carry racing numbers corresponding to their handicap allowances. In other words, the limit man should carry 1 as his racing number and the scratch man should have die highest number. In that way it is much easier to see how competitors are overtaking each other. This year the racing numbers have no relation to the handicap allow-ances, but represent, in fact, tho sequence in which the machines were entered. This sequence is, of course, of no particular interest or significance, but as this year's King's

Cup is to be flown as a series of eliminating trials, the numbers will be " mixed up " in any case, and this numbering is therefore as good as any other.

Handicap Speeds
In the table above we give particulars of the entries tor the King's Cup Race. As received from the Royal Aero Club this table was arranged in accordance with racing numbers. As this seemed very confusing, we have re-arranged the table in handicap order, which explains the apparent muddle of the racing numbers.
The last column of the table needs a little explanation. Naturally, we nave no means of knowing what speeds Messrs. Rowarth and Dancy have estimated for each machine entered. As we felt that handicap figures in them-659 B