



R.A.F. v. NAVY: Lt. Caspar John, R.N., and Flt. Lt. Hattersley off Friday morning. (FLIGHT Photo.)

Third man home on Friday was No. 28, Mr. Irwin in Mr. Gandar Dower's "Puss Moth." He crossed the finishing line at 3.41, 3 minutes behind Mr. Runciman. They had started level in the morning, and had thus kept remarkably close together. Mr. Irwin's average speed during the day had been 129.25 m.p.h.

After this the machines began to come in, as Capt. Alan Goodfellow said on the microphone, fast and furious. The first 15 competitors were "home" by 4.7 p.m., and included most of those who had started before the 40 minutes' delay period (which began with No. 29). Rather to everyone's surprise, the first "post-delay" man to cross the line was Flt. Lt. Fielden in the Prince of Wales' "Gipsy Swift." A gasp went up as he roared across the finishing line, and slide rules wagged cheerily in an en-

deavour to ascertain his speed. Fielden crossed the line at 8 minutes past four, and had obviously overtaken a large number of his rivals. As he was among those who had started 40 minutes late, this was equivalent to him having crossed the line at 3.28. He had averaged 157 m.p.h. for the day's course. Could he possibly overtake Hope on next day's circuits? If Hope's speed should drop a bit, and if Fielden could increase his speed slightly, it seemed possible. Otherwise not. But the general opinion was that probably Hope still had a little in hand, whereas it was thought that Fielden's speed was such that he could not possibly increase it.

Capt. Broad on Lord Wakefield's "Moth" ("Gipsy III Ex.") came in about 4.22, which was equivalent to 3.42. He also had obviously been doing well, and soon it



ON THE STARTING LINE, SATURDAY: In the foreground, Miss Spooner's "Moth," and beyond that, the Blackburn B.2, Lord Douglas-Hamilton's "Moth" and Mr. Runciman's "Puss Moth." (FLIGHT Photo.)