

The International Touring Competition

By EDWIN P. A. HEINZE

After a most exciting flight around Europe, the 1932 competition has been won by the Polish pilot Zwirko, who was flying a RWD-6 monoplane fitted with Armstrong-Siddeley "Genet Major" engine

PUNCTUALLY at 7 o'clock in the morning of Sunday, August 21, the machines were lined up on the Berlin-Templehof airport for the start on the long air tour, which was to take them 4,530 miles over Europe in six days of flying. However, of the 41 machines that had successfully completed the technical tests now only 39 were left.

The first group of 15 machines was let off between 7 and 7.10 in batches of five, the second group from 7.15 to 7.25, and the last from 7.30 to 7.40 o'clock, arrangements having duly been made to counteract the loss of time sustained by those last started in regard to the closing times at the various landing places en route.

The competitors were given two days to reach Rome *via* Warsaw, Cracow, Prague, Brno, Vienna, Zagreb (Agram), Postumia, Vicenza and Rimini, a distance of approximately 1,550 miles, and with compulsory stops at all these places, barring Postumia, which was solely a turning mark.

Two ratings were given for the air tour, the one for reliability and the other for average speed. To start with, each competitor was credited with 40 points for reliability. Of these, 15 were deducted if the machine spent one night outside one of the compulsory landing places. In the event of this being repeated a second time further 25 points were to be deducted, and a third time was to be followed by disqualification.

The average speed rating was effected on a progressive basis. Machines of the first category averaging less than 125 km./hr. on the air tour, including the speed they attained in the fuel consumption test, were to be disqualified. For speeds between 125 and 130 km./hr. no

points were awarded; for speeds exceeding 130 to 180 km./hr. 3 points were allocated for each km./hr.

To prevent racing, the higher speeds were rated relatively lower. For speeds between 181 and 190 km./hr. 2 points were given per km./hr., and between 191 and 200 km./hr. only 1 point, so the highest number of points anyone could obtain was limited to 180. The rating for second category machines, of which only a single one, the Mauboussin of Nicolle, took part, was on similar lines, but with lower speeds.

The first stage of the air tour began with an interesting duel between the Italian Breda of Colombo and the German machines, which proved very fast and, in this respect, superior. Colombo, who had started with the first group of machines leaving Berlin, immediately took the lead in the air, but he lost it to the Akaflieg biplane of Marienfeld before reaching Warsaw. From there to Brno in Czecho-Slovakia Marienfeld continued to lead, but a prolonged stop at this place allowed Colombo once more to regain the lead, which he then retained till Agram (or Zagreb) was reached, where, in the following stretch, he was passed once more by Marienfeld, who in turn was caught by Seidemann's Heinkel. Also von Massenbach's Heinkel succeeded in overhauling Colombo before Vicenza was reached, where the head group stayed for the

night. The first to arrive in this first Italian stop was Seidemann at 19.10 o'clock, followed at a few yards distance by Marienfeld. Then came in von Massenbach and, as fourth, Colombo, who was followed some time later by Lusser's "Klemm," which landed six minutes before 8 p.m., the official closing time. These five



THE WINNER: F. Zwirko, flying a RWD 6 monoplane ("Genet Major" engine), won the International Touring Competition, 1932, and, as a result, the next contest will be organised by Poland.



TROUBLE-FREE FOR 5,000 MILES: The Armstrong-Siddeley "Genet Major" engine fitted in Zwirko's monoplane helped greatly in producing an Anglo-Polish victory.