

THE FOLKESTONE TROPHY RACE

Cinque Ports Meeting Favoured with Fine Weather: Hon. A. W. H. Dalrymple (Chilton), Wins at 126 m.p.h.

BY averaging the excellent speed of 126 m.p.h. over three laps of a nineteen-mile course, a new Train-engined Chilton, piloted by the Hon. A. W. H. Dalrymple, won the Folkestone Aero Trophy race, organised last Saturday by the Cinque Ports Flying Club. Second and third places went to two of the club's Tiger Moths, flown respectively by Messrs. R. M. Hackney and J. A. M. DuPort, while the best time of the day was made by Capt. E. W. Percival, who covered the course at the remarkable speed of 230.5 m.p.h.

Quite a number of visiting aircraft dropped in during the day for the race and heats at Lympne, in spite of the most threatening weather forecast of torrential rain, with visibility closing right down. Contrariwise, the sun shone with brilliance for practically the entire duration of the racing to the immense relief of the organisers—but then the Cinque Ports Club is usually very fortunate with the weather.

The Folkestone Trophy race is held over a course that lies in an easterly direction in relation to Lympne. The first turning point at the Capel Hangar, perched high on the cliffs to the north-east of Folkestone, is nine miles away. The next leg, a short one of 2.3 miles, is to Folkestone Harbour pier and is followed by a straight course along the coast direct to the Hythe gasometer (now camouflaged) before reaching the last leg of 2.6 miles back to Lympne.

Last Saturday the wind—what little there was of it—lay in the north-east, with the result that most competitors maintained their altitude at the Capel Hangar turn all the way to the Lympne turning point via Folkestone and Hythe.



As the starter's flag falls, the Train-engined Chilton starts off in the final for the Folkestone Trophy race. Piloted by the Hon. A. W. H. Dalrymple, the Chilton won at 126 m.p.h.

Owing to the somewhat hazy conditions it was quite difficult to recognise the aircraft as they approached from the direction of Hythe until practically the last minute. This fact not only kept the large crowd of spectators guessing, but also the commentator, Mr. Tony Morris, who did a very good job of work under rather trying conditions.

Soon after mid-day the aircraft in the first heat were taxiing over to the starting point. In this heat the limit man was Mr. F. Dawson Paul in the Chilton-Ford, Alex Henshaw, with "Pa," were scratch in their Vega Gull.

By the end of the first lap Du Port's Tiger Moth had perceptibly gained on the limit man. The V.E.F., piloted by Robert Bruce, rounded the turning point on the aerodrome boundary in a remark-

ably tight turn to be followed by H. O. Winter's Comper Swift. Unfortunately Winter misjudged the turning point, cutting across on the inside.

The finish of this heat was a credit to the handicappers, Messrs. Dancy and Rowarth. The first machine to appear over the trees from Hythe was Du Port's Tiger. As it approached the boundary Bruce in the V.E.F. rocketed past to win by one second. After a brief pause Miss Mona Friedlander's Falcon appeared level, as far as the eye could judge, with Winter's Comper, but as the pair of them crossed the line the Falcon was just in the lead. Unfortunately the Comper's indiscretion on the first lap, when it missed the Lympne turning point caused it to be disqualified. Even so, Winter had succeeded in averaging the remarkable speed of 152 m.p.h.

After lunch the six starters in the second heat were waiting on the line promptly at 2.30 p.m. In this heat were one or two interesting machines. The scratch man was Capt. E. W. Percival with his gleaming Mew Gull. Tommy Rose was there with the faithful B.A. Eagle and Geoffrey De Havilland in the T.K.2. A newcomer was A. R. Ward's Chilton, piloted by the Hon. A. W. H. Dalrymple. This machine was powered with a 40 h.p. Train engine and with the resultant modifications to the engine cowling, looked more than ever like a fighter in miniature.

On the first lap Sq. Ldr. E. L. Mole had trouble with the petrol feed in his Topsy and near the Capel turn was forced to put down hastily in a field. Unfortunately, he did not see until the last moment that the Topsy was heading straight for the power cables of the Grid Scheme. Actually the Topsy struck the cables a glancing blow before running into the ground at high velocity. Fortune was with Sq. Ldr. Mole, for the Topsy, although rather badly damaged—it had run through a hedge into the road—did not catch fire. The pilot, however, was rather badly cut and had to have some stitches put in his leg before returning.



In the foreground are the handicappers and starters of the Folkestone Trophy race—Messrs. Dancy and Rowarth. The machine in the foreground, the Tiger Moth piloted by R. M. Hackney, finished second.