



Part of the crowd of 20,000 people who watched the racing and aerobatics at the "Coventry Air Pageant" at Baginton.

approximately one and two minutes respectively behind Marler in the Falcon Six, who stayed ahead all the way to win. Clifford passed Paine on the third lap and very nearly closed with Marler on the final run in.

Taxying back after landing, Clifford hit one of the positioning markers, damaging the Mew's airscrew tips. On total points over the four meetings, he had won the S.B.A.C. Cup, but his participation in the King's Cup race that afternoon now appeared doubtful unless a replacement prop could be fitted.

Dunkerley's withdrawal from the Gemini-class Goodyear Cup race left the twin twins of Blamire and Somers, Minor and Major-powered respectively, to fight this one out between themselves. Somers had some two minutes to make up—which he did, cutting past the Coventry pilot's gold machine on the aerodrome boundary, to win his first trophy of the day.

Catering for Proctors, the race for the Air League Challenge Cup produced an exciting and extremely close finish. Barker and Knox had taken off together, followed by Husbands and Buster Paine; on the second lap Knox obeyed the injunction "Running-in—Please pass" adhering to Barker's fuselage, and subsequently stayed in front. On the final approach to the pylon, the trio chasing Knox's black machine had closed up tightly together, and Paine had moved up one place. Knox, winner of the day's race, had been the only pilot to score in each of the previous three, and thus earned the actual Cup by a handsome points margin.

The mixed bag entered for the Kemsley Trophy race spent the first two laps closing steadily and were well bunched up, with Ogilvy's Comper Swift in the lead, at the end of the third. Johnson (Hawk Trainer 3) and Somers (Chipmunk) moved up together, however, and provided the crowd with a low, close finish. Nat Somers, winner of the fourth round as of each of the previous three, had achieved full marks, the Kemsley Trophy, and the 1955 British Air Racing Championship.

The Norton-Griffiths race, as in this year's previous rounds, comprised what might be called a straggle-gaggle of Tigers, beating round their three laps with determination, proximity, and very little height. Again the handicappers were in good form, although in the almost simultaneous arrival (rather higher than usual—ship-shape and non-Bristol fashion?) it could be discerned that Denyer had won (round, race and trophy), with Donald second and The Hon. Peter Vanneck third.

COVENTRY'S DAY

—of Outstanding Flying: French Sweep Aerobatic Board

"FLIGHT" PHOTOGRAPHS

DISPLAY and race flying at their best formed the bill at Baginton Aerodrome on Saturday last, to delight a sun-baked crowd of 20,000. The last round of the 1955 National Air Races; the King's Cup Race; a varied air display; something new in the shape of the Lockheed Aerobatic Competition: this was the programme. Highlights of the day's flying proved to be a number of extremely close race finishes, and some memorable aerobatics of a class not seen at British displays for some years past.

The morning was devoted to the final races in competition for the six "class" trophies, the first three rounds of which had been flown at Swansea, Yeaton and Bristol at earlier meetings. The fast merchants—Marler, Paine and Clifford in their familiar Falcon Six, Speed Six and Mew Gull—were first away, each with thoughts of the S.B.A.C. Challenge Cup. Unfortunately Fred Dunkerley (entrant of the Mew) had withdrawn his Sparrowjet, following a family bereavement.

Starting intervals for the Speed Six and the Mew Gull were

Winner of the British Lockheed International Aerobatic Competition, Leon Biancotto receives his award from Sir John Boothman.



This year's King's Cup winner was Peter Clifford, flying Fred Dunkerley's Mew Gull, which previously won this race in 1938.

The first four races had been over four laps of a short (six-mile) circuit, and the last two over three laps. The final morning race was for the Grosvenor Cup. Although there were four starters, Bough (Autocrat) was disqualified for turning inside one of the pylons on the first lap. Westoby in Aiglet G-AMMS pulled up from last place to first in the final lap, and Miss Leaf just managed to stay ahead of Gregory's Taylorcraft to come in second. Now level on total points, Westoby and Gregory were joint champions in this class.

An impressive display of aerobatics by Santiago Germano in his