

PEPYS SPEED GAMES COMMENTARY

Some background information on the pictures on the Speed cards

FIRST (1939) AND SECOND (c1945) EDITIONS



Aeroplane No 1. During the early 1930's Italy and particularly Germany were competing to capture the airspeed record for a European civil aeroplane. In 1934 the Daily Mail and its proprietor Lord Rothermere challenged the British aviation industry to produce a competitor for this record. The Bristol Aeroplane Company had been working on a prototype since 1933 and modified it to increase its speed. The Type 142 first flew in 1935 and was faster than any of the fighter aircraft in use by the RAF. It was given the name "Britain First" as is shown on this card. The story of this aeroplane continues under Aeroplane No 7.



Aeroplane No 2. The Bleriot XI was the first heavier than air aeroplane to cross the English Channel in 1909. It was the first of Bleriot's aeroplanes which used "wing warping" for lateral control. Louis Blériot who was 27 at the time had been gradually improving his designs and endurance in the air. He eventually succeeded in flying for 45 minutes on land in an earlier machine. The flight across the Channel took 36 minutes 30 seconds. He had been lucky. He had no compass and a strong wind had blown him off course mid Channel when he could see nothing but sea flying at the height of around 75 metres. He saw a ship which was heading for Dover and followed it. When land came into view he managed to find his companion waving a French Tricolour flag and he landed in a heap, the nose of the aeroplane hitting the ground. For this feat he won the £1000 prize offered by the Daily Mail. The Daily Express headline at the time said "Britain is no longer an island." At the spot where he landed is an outline of his aeroplane in granite sets to mark the achievement.



Aeroplane No 3. The Albatross was the de Havilland DH 91 remarkable for being constructed of wood. The skin of the aeroplane was manufactured with a sandwich of plywood/balsa wood/plywood which would later be used on the famous Mosquito. Only seven were ever made, all of them going to Imperial Airways. They were introduced in 1938 to the Croydon to Paris service. Only two survived a combination of civil accidents, military accidents and enemy action. They were both withdrawn from service in 1943. At the time this Speed game was produced the Albatross represented the latest in airliner sophistication.



Aeroplane No 4. Nicknamed the “Stringbag” because of all the struts and wire braces on the aeroplane and the similarity of these to the popular string shopping bag the Fairey Swordfish came into service with the RAF in 1936. By the start of the war the design was completely outdated and the losses sustained brought this home to all of the men associated with this machine. It did have its moments however, such as the famous disabling of the German battleship Bismark. The British pilots were extremely lucky that the battleship anti aircraft guns were fitted with “fire control predictors” which automatically adjusted the trajectory to explode the shells at the point

where the aeroplane was expected to be when the shell reached it. The Swordfish was so slow that the shells were exploding too far in front of them to do any damage and one torpedo damaged the Bismark’s rudder and she could only sail in circles. The Bismark was subsequently sunk by Royal Navy shelling as it was now a sitting target. The version of the Swordfish illustrated on the card is that fitted with floats and was launched from warships mostly for reconnaissance although this one is carrying a torpedo. Because of its vulnerability operations were restricted to anti submarine duties later on. The aeroplane was only withdrawn from service in 1946.



Aeroplane No 5. The Harrow was designed in 1936 and the first of the 100 ordered came into service with the RAF in 1937. The bomber had nose, dorsal and tail rotating turrets and as a result of a leaky design and despite, unusually, being fitted with a heating system powered by the engine exhaust gases it was very cold to travel in. During the German night bombing raids in 1940 and 1941 the aeroplane was given an unusual role. The idea was to fly above the German bomber formations at the same speed and dangle aerial mines in front of them on the end of a long line. The idea proved not to be very successful only managing to destroy six German bombers. At the end of

the war only seven Harrows remained, the rest having been destroyed, mostly on the ground.



Aeroplane No 7. For the early development of the Bristol Blenheim, named after a battle in the Spanish War of Succession in 1704, see Aeroplane No 1. The Air Ministry was so impressed with the speed of the prototype that they issued a Specification to suit the aeroplane. The changes made were to enable it to carry bombs. The wings were moved up to the mid position to make room for armaments beneath them amongst other modifications. Deliveries began in 1937. Development continued and the total number produced eventually exceeded 4500. Probably the most famous operation with the Blenheim was the daylight low level raid on the power stations near

Cologne in which 54 aeroplanes took part. Both of the power stations were destroyed but 12 Blenheims did not return. Squadron Leader Bill Edrich the England cricketer was awarded the DFC for his part in the raid as pilot of one of the aircraft.



Aeroplane No 8. The Empire class flying boats were produced by Short Bros for Imperial Airways in 1936. The first was called Canopus and is pictured on this card. All 42 of them were given names beginning with a C. They carried passengers and mail mostly to British colonies in Africa, Asia and Australia. They carried 5 crew and 17 passengers together with 2,000 kilos of mail. They were retired from service by 1947. The famous Sunderland flying boat was developed in parallel with the Empire class and continued in civilian service after the war. Renamed Short Sandringhams they were only finally withdrawn in 1974. When Speed was reissued in colour at least one of the reprints suffered from a visibility problem with the caption on this card. As you will see on the coloured copy illustrated, the caption cannot be read because it has been printed in exactly the same colour as the sea.

reprints suffered from a visibility problem with the caption on this card. As you will see on the coloured copy illustrated, the caption cannot be read because it has been printed in exactly the same colour as the sea.



Aeroplane No 10. The first Tiger Moth flew in 1931. It was hugely successful as a trainer aircraft and was well loved by all those who flew in it. In all around 8,800 were built in all the versions and there are many still flying today all over the world. By the start of the war the RAF had 500 in service and many of the privately owned machines were commandeered to boost the numbers to train as many pilots as possible. There was a version of the aeroplane called "Queen Bee" which had a wooden body rather than the usual metal body. It was built as an unmanned target drone so it was a stripped down version. It is believed that the origin of the term "drone" was

from the association with "Queen Bee". From the mid 1950's they were being replaced with more modern trainers. However the Royal Navy did purchase some refurbished machines in 1956. In fact the last biplane to take off from an aircraft carrier was a Tiger Moth in 1967. It had a difficult time however, because on takeoff the ponderous Tiger Moth was travelling slower than the ship and the aircraft carrier had to rapidly change direction in order to avoid ramming the unfortunate aircraft!



Aeroplane No 11 The Hafner AR III Gyroplane was an experimental autogyro built by Martin-Baker in the mid 1930's. It was demonstrated to the Royal Aircraft Establishment in 1937 and leased to them for trials. Unusually it featured a rotor system with adjustable pitch blades which were to become a feature of all future helicopters. The motive power was provided by a 90 hp radial piston engine. No production of the machine ever came about however and the prototype was scrapped after the war.



Train No 1 Built for LNER in 1937 Golden Shuttle was an A4 Pacific locomotive designed by Nigel Gresley. It was the 19th of the 35 that were built, the first having been delivered in 1935. After the war in 1946 Golden Shuttle was renamed Dwight D Eisenhower to honour the US General and in 1963 was promised to the American National Railway Museum. After a superficial restoration it was shipped in 1964 to New York. The colour of the engine as illustrated on the Speed cards is misleading because it was never painted in either red or yellow. At first it was blue and later green. These locomotives weighed around 167 tons with the tender and were unique in

having a tunnel 18 inches wide through the tender to enable a relief driver to get to the engine cab on the long journey from London to Edinburgh. The 28th A4 built was the famous Mallard which still holds the world speed record for a steam locomotive at 125.88 mph. The middle cylinder on these engines had suffered from big end failure at high speed in the past and on the record attempt Mallard was fitted with a "Stink Bomb" of aniseed oil which would rupture when overheated and warn the driver to slow down. The rupture did indeed occur just after the record speed was reached and the engine had to proceed slowly to Peterborough and was unable to return to London. Fortunately this had been foreseen and all the publicity photographs had been taken in London before the run began.



Train No 2 This famous Great Western Railway express train the Cornish Riviera has run almost without interruption since 1904. The train illustrated on the Speed card is most probably being hauled by a King class locomotive but it is difficult to determine and I would welcome a correction. This locomotive was hailed at the time it was introduced in 1923 as the most powerful locomotive in Britain. The original route was from London to Penzance with stops on the way once the West Country was reached. By the 1920's and 30's the West Country was hugely popular as a holiday destination and the traffic on this line was vast. I travelled on this train

myself in the late 1940s. The steam locos were replaced in the 1950's by diesel locos and it continues today.



Train No 3 This card shows another LNER A4 Pacific hauling the Coronation express train. This time the coloured card of the second edition has got the train's livery correct. The engine with its red wheels and two tone blue paintwork were matched by the rolling stock also finished in two tone blue with white window surrounds. The number 4492 is that of the 1937 built Dominion of Canada. A series of these locomotives were named after Commonwealth countries to mark the Coronation of King George VI and Queen Elizabeth in 1937. The Kings Cross to Edinburgh Waverley station service began in July of that year. This train must have presented an amazing

sight as it sped through the countryside with the blue locomotive and carriages and especially the innovative observation carriage at the end. These were specially built for this route and were given the nickname "Beaver Tail" because of the streamlined shape. Unfortunately they were less exciting from the inside because the view was restricted by the low set rear window. (see Train No 8 Speed card)



Train No 4 The French National Railways SNCF introduced a service between Paris and Calais in 1926 which was called the Flèche d'Or. In 1929 the Southern Railway introduced a luxury Pullman train from London to Dover called the Golden Arrow to connect to the French train to Paris via a Channel ferry. The train had 10 carriages and was hauled at first by the Lord Nelson class locomotives. The Speed card does seem to show that locomotive. By 1931 there were not enough Pullman passengers to maintain a service solely for those customers and so 1st and 2nd class carriages replaced some of the Pullman carriages. In 1939 the service was discontinued for the duration of

the war but resumed in 1946. The 1951 Festival of Britain was celebrated with a brand new set of Pullman cars. In 1961 the line was electrified and continued running the Golden Arrow service until 1971 when the service was cancelled. At last air travel had killed it off.



Train No 5 The London and South Western Railway had been running an express service from Waterloo to Padstow since 1900 called the North Cornwall Express. After the 1923 Railway Grouping Act the newly named Southern Railway wanted to improve its image as it was now competing with the GWR for West Country traffic. It ran a competition to find a new name for the express service to Padstow in the staff magazine which was won by a guard from Woking with his title Atlantic Coast Express. This service ran until 1964. Extremely busy in the summer there were often 6 extra trains in service on the route before 11.00am which was the normal departure time

in winter. The Speed card seems to show the train hauled by a Schools class locomotive. Later, in the 1940's, the train would be pulled by the much more powerful Merchant Navy Class locos with the lighter Battle of Britain and West Country class locos taking sections of the train to some destinations on often twisting and single track branch lines.



Train No 7 The famous Royal Scot train was run by the LMS Railway from London Euston to Glasgow Central on the West Coast Line. The train first ran in 1862. The picture seems to show a Royal Scot class locomotive hauling the train. These locomotives were introduced in 1937 and were able to do the whole journey in one go apart from a brief stop to change the crew. Of course the service still runs today but now on an electrified system but the name was dropped in 2003.



Train No 8 These “Beaver Tail” observation cars used in the Coronation train (see Train No 3) were put into storage during the Second World War and when they were brought back into service afterwards were not used on the Coronation Express. Because of the restricted view through the low rear window the carriages were rebuilt with a squarer and more open rear end. There are at least two preserved today, one of which has been completely restored to the rebuilt end configuration and the other is going to be restored to this original rounded version.



Train No 10 The Coronation Scot was inaugurated in 1937 for the coronation of King George VI and Queen Elizabeth. It ran from Euston to Glasgow Central in a time of 6½ hours. It ran until the start of the war in 1939. The locomotives were a new design by Stanier and were striking in their streamlined versions. The first five were finished in blue and silver and the next 15 were painted in red and gold. Subsequent versions were all manufactured without any streamlining making a total of 38 produced. The smooth body shape (nicknamed “bath tub”) presented a problem for the drivers. The smoke was not diverted upwards enough and obscured the

view. Eventually the streamlining was removed from all locomotives by 1946.



Train No 11 This card shows the Torbay Express hauled by a King class locomotive. This named service was introduced in 1923 by the Great Western Railway and there is still a service with the same name today. The route is from Paddington to Torquay and Paignton. Special excursion trains are run today for enthusiasts which are hauled by a restored King class loco.



Ship No 1 The 25,500 ton Athlone Castle was built in 1936 so when this Speed game was published in 1939 the ship was quite new and the latest in luxury. She was named after Athlone Castle in County Westmeath in Ireland. Most of the company’s ships were named with the suffix “Castle”. She was scrapped in 1965. The owner, Union Castle Line, was formed in 1900 when Union Line and Castle Shipping Line merged. The liners mainly sailed from Southampton to Cape Town carrying passengers and mail. They were painted in lavender with red funnels with a black top. Many of their ships were requisitioned during the First World War for use as troop carrying

ships. Eight of them were lost to mines or U-boats.



Ship No 2 The Dunottar Castle of 15,000 tons named after the ruined castle in Aberdeenshire was another of the Union Castle fleet. This time the full colour card seems to have better represented the lavender coloured hull. She was built in 1936 and was in service mainly from Tilbury to South Africa. When the war came the Royal Navy converted her into an armed merchant cruiser and she was used as a troop ship until 1942 when she was refitted and continued on the South Africa route. She was bought in 1958 by the Inces SS line and was converted to a cruise liner renamed as Victoria. Having changed hands a couple more times she finished up doing short cruises

around Cyprus. She continued working until 2002 and at that time she was the oldest cruise liner in use in the entire world. After an astonishingly long working life for a ship of 60 years she was broken up in an Indian breakers yard in 2004.



Ship No 3 The five “Strath” class liners of 22,000 tons operated by Pacific and Orient were strikingly different from preceding P&O liners. Their hulls were painted all over white instead of the usual black. This earned them the nickname of “The White Sisters”. Strathaird, named after Strathaird on the Isle of Skye, had her maiden voyage in 1932. She was one of the first liners powered by a turbo-electric system where steam turbines generated electricity to drive motors turning the screws. The fore and aft funnels were dummies, only the central one exhausting steam. The artist for the Speed card couldn’t have known this as all three are depicted with exhaust coming from them. The ship was mostly on the service from Tilbury to Brisbane via the Suez Canal. In 1939 she was requisitioned as a troop carrier taking troops from Australia to the Middle East. She took part in Operation Ariel. This operation, although much less well known than Operation Dynamo at Dunkirk, was another desperate rush to evacuate troops from Western French ports in 1940. In all over 144,000 English, French and Polish troops and support staff were successfully evacuated by this operation. Strathaird remained in service until 1961 when she sailed to Hong Kong to be broken up.



Ship No 4 Orion was launched in 1934 for the Orient Steam Navigation Company. The launch was unusual as it was carried out by the Duke of Gloucester who was actually in Brisbane, Australia. He launched her at Vickers Armstrong’s yard in Barrow by remote control. She was sister ship to Orcades (see Ship No 7). The hull was painted in the line’s corn colour but these two 23,000 ton ships had a very different appearance to their predecessors in having only one funnel. She was put to work on the Tilbury to Brisbane run soon after launch. During the war she was requisitioned and sailed to New Zealand to meet her sister ship Orcades and together they transported troops to Egypt. In 1941 she was following the battleship Revenge in a convoy taking troops to Singapore when Revenge’s steering gear failed and Orion rammed her. She diverted to Cape Town for repairs and then continued to Singapore. The Japanese were close to Singapore and so Orion evacuated many civilians to Australia. She returned to cruising after a refit in 1946 and had a varied lifetime of civilian use. Her last hoorah was to be a floating hotel in 1963 at an Agricultural Exhibition in Hamburg. After that was finished she sailed to Antwerp to be broken up.



Ship No 5 The P&O ship Viceroy of India of 19,500 tons was launched in 1928 and was the very first Turbo Electric liner. Although less powerful than the later Strath class liners (see Ship No 3) she was still able to set a new record on her maiden voyage from Tilbury to Bombay. She was well appointed and provided luxury accommodation including, unusually, an indoor swimming pool. As well as the India trips she also provided annual cruises up to the outbreak of war. In 1940 she was requisitioned and fitted out as a troop carrier. She was involved in Operation Torch in 1942 carrying troops from Britain to North Africa. On her return empty she was torpedoed by a German submarine and four crew members were killed. Although severely damaged she was taken in tow by HMS Boadicea but continued to sink. All the remaining 454 crew and passengers were rescued by Boadicea and Viceroy of India sank.



Ship No 7 The Orient Line Orcades (the ancient name for the Orkneys) was launched in 1937, a sister ship to Orion (see Ship No 4). When the ship was requisitioned at the outbreak of war she was prepared for troop carrying like the Orion. In 1942 she left Cape Town on the 9th October but the following day she was torpedoed by a German submarine. Fortunately she sank slowly so there was time to launch and fill the lifeboats to capacity. Of the 1,067 passengers and crew aboard just 45 were lost. In 1948 another ship called Arcades was built.



Ship No 8 It is very difficult to summarise the story of the Queen Mary, one of the most famous liners of all time. The mid twenties had seen an explosion in Trans Atlantic travel and Germany and France were building huge new ocean liners to cater for that trade. Cunard also wanted to compete with large ships and ordered the work to begin in 1930 on what would be called the Queen Mary. In 1931 they halted construction as they were under pressure to find the funds in the depression. They appealed to the government for a loan to complete the ship. The loan was arranged on condition that Cunard and the White Star Line should merge. White Star was

also in serious trouble because of the depression and would have gone under without this merger. The money from the government meant that the Queen Mary could be completed and also a sister ship would be built to be called the Queen Elizabeth. The Queen Mary of 82,000 tons had her maiden voyage to New York in 1936 and later that year captured the Blue Riband for the fastest Trans Atlantic crossing. In 1938 she lost it to the French Liner Normandie but regained it in 1939 and she remained the fastest until 1952 when the SS United States went faster. During the war the Queen Mary was known as "The Grey Ghost" as she was painted grey all over. She was also fitted with an ugly degaussing ring to protect her from mines. Three liners were in New York, the Normandie, the Queen Mary and the Queen Elizabeth in 1940 when the Allies decided that they would all be converted to troop carriers. As the work progressed the Normandie caught fire and was destroyed. The Queen Mary was sent to Australia to pick up troops to carry back to the UK. These two liners, Queen Mary and Queen Elizabeth, were the fastest troop carriers used during the war and were so fast that submarines could not keep up with them which made them pretty safe. One of the Atlantic crossings by Queen Mary was particularly hazardous due to freak weather conditions when she was almost capsized by a huge wave reported to be 28 meters high. She was lucky to survive and the incident inspired Paul Gallico to write the "Poseidon Adventure". In the subsequent film of the same name the part of the stricken ship was actually played by the Queen Mary. At the end of her career in 1967 she was sailed to Long Beach in California and converted into a tourist attraction, a hotel and museum where she remains today. In 2006 she was visited by her modern replacement, the Queen Mary 2, and they exchanged salutes with their horns. Incidentally the Queen Mary 2 weighs in at 148,000 tons, the heaviest Trans Atlantic liner ever built but there are now heavier cruise ships (the Titanic weighed 52,000 tons).



Ship No 10 It is not so widely known that the LNER operated a fleet of ships as well as the railway. In the 1920's the company owned and operated as many as 22 ships. These were mainly ferries sailing to the continent carrying rail passengers who would continue their train journey abroad. Three sister ships built around 1929 were Vienna, Prague and Amsterdam. Of course they were requisitioned by the War Office for troop carriers during the war and, unusually, they were actually purchased by them in 1941. Amsterdam was sunk by a mine in 1944. Prague was returned to the LNER after the war in 1945 and she resumed civilian service. Vienna was kept by the War Office as

a troop carrier transporting soldiers on leave to and from the Army of the Rhine after the war ended. During her time on these duties she suffered an engine room explosion killing two of her crew. She was repaired and continued working until she was scrapped in 1960.



Motor No 1 When the Austin 7 (almost immediately dubbed the “Baby Austin”) was first put on sale in 1922 no one realised how successful it would become as a racing car. It was in that same year that an Austin works test driver Lou King spotted its potential. He modified a car and took it to the 1922 Shelsley Walsh Hill Climb where it gave a creditable performance being faster on its 696cc engine than some of the 3 litre cars competing. In 1923 Arthur Waite entered a near standard Austin 7 in the Easter Monday Small Handicap race at Brooklands. He led from start to finish and won the race and then drove the car back to his home. That and other successes led Austin

to prepare a team of three cars to compete in racing themselves. Although the Austin 7 ceased production in 1939 it is still raced today at special meetings. The car depicted on the Speed card looks very much like a 1932 supercharged special prepared by Murray Jamieson. See also Motor No 5. In 1926 he set the first of his land speed records



Motor No 2 Sir Henry O’Neil de Hane Segrave (his name is spelled wrongly on the Speed card) was an ex military man who took up motor racing having boasted that he would drive a car at 200 mph. He won the Junior 200 mile race at Brooklands in his Talbot-Darracq in 1921 and went on to Grand Prix racing in 1923. He became the first Briton to win a Grand Prix in a British car, a Sunbeam, at the 1923 French Grand Prix. His first land speed record of 152 mph was set in his Sunbeam Tiger “Ladybird” in 1926 which was soon exceeded but he regained it in 1927 driving a 1000hp Sunbeam “Mystery” at 203mph. His final record of 231mph was in the famous Golden Arrow which

was fitted with a 23.9 litre Napier Lion Aero engine and is shown on this card. The car only ever travelled just over 18 miles and has never been driven again since. It is preserved together with Segrave’s other cars in the National Motor Museum at Beaulieu. After the land speed record he took to the water but in 1930 he was killed during a water speed record attempt.



Motor No 3 This card shows the Campbell-Railton Bluebird Special of 1935 which was the last of Malcolm Campbell’s record breaking cars. Campbell began his racing career on motorbikes and progressed through many types of motor sport painting one of his cars blue and calling it Bluebird after he attended the play *The Blue Bird* by Maurice Maeterlinck at the Haymarket Theatre. His racing career culminated in his wins in 1927 and 1928 at the Boulogne Grand Prix driving a Bugatti T37A. His first land speed record was set in 1924 on Pendine Sands of 146 mph in a Sunbeam. He broke nine land speed records 1924 – 1935. The final one was in the car on this Speed card at

Bonneville Salt Flats in the USA in 1935. There he attained a speed of 301 mph; the first man to exceed 300 mph. Campbell went on to break the water speed record in boats also named Bluebird. He held the record four times and the final speed reached in Bluebird K4 on Coniston Water in 1939 was 141 mph. He was one of the few record breakers who survived these record attempts in the 1930’s and died in 1948.



Motor No 4 During the era of the German domination of Grand Prix racing only one race was won by a car which was not a Mercedes or an Auto Union. The card picture seems to be the 1939 version of the Mercedes. These two teams entered beautiful and almost unbeatable racing cars both brands being painted silver and so were known as the “Silver Arrows” by the British press and public. Manfred von Brauchitsch drove for Mercedes and amongst his victories were those at the Monaco Grand Prix and the French Grand Prix. He was dogged by a run of bad luck, however and his teammates were more successful. On the last lap of the 1935 German Grand Prix he suffered a

puncture and this allowed Tazio Nuvolari to win in his Alfa Romeo. This was the only occasion when the Silver Arrows did not win during the 1934 – 1939 period. After the war Brauchitsch, who had been rejected by the

military because of his many racing injuries, drifted from job to job and was arrested in West Germany on suspicion of being a spy. He was jailed but during a bail period he fled to East Germany and settled there. He was put in charge of the East German national motor sport body. At last, in 2003, the last of the Silver Arrow drivers died.



Motor No 5 For the background to Austin 7 racing see Motor No 1. The car on this Speed card looks very much like a 1936 Special which astonishingly is preserved today and occasionally gets a run out at race meetings.



Motor No 7 The first Isle of Man Tourist Trophy Race was the 1905 event. This would become the oldest trophy race in motorsport and is still competed for today. Number 22 is a Rolls Royce 20 hp of which only four were manufactured and Number 53 is an Arrol-Johnston. The Rolls Royce was driven by Charles Stuart Rolls himself but unfortunately didn't finish but he did win the next year in the same car. The Arrol-Johnston was driven by John S Napier and he was the winner. A special Isle of Mann postage stamp with a picture of the winning car was printed to celebrate the occasion. A second Rolls Royce driven by Percy Northey was the runner up.



Motor No 8 This one off racing car was built in 1933 especially for John Cobb. He raced it mostly at Brooklands and the car holds the record for the fastest speed recorded at the circuit of 143 mph. He also used it to set world speed records in 1939 at Bonneville Salt Flats in the USA where he reached a new record of nearly 368mph. He later, in 1947, increased this to 394mph. The car was powered by a Napier Lion aero engine which produced 580bhp and did 5 miles per gallon of fuel. The car was purchased for the Brooklands Museum and kept in working order. It is regularly taken for a run and makes an annual appearance at the September Goodwood Revival motor race meeting. The designer of the car, Reid Railton, also designed speed boats for John Cobb and his Crusader boat, powered by a jet engine, was the one Cobb was driving when he was killed attempting the water speed record on Loch Ness in 1952.



Motor No 10 Captain George Edward Thomas Eyston studied engineering at Cambridge and was a commissioned officer during the First World War. He was a racing driver firstly in Bugattis and later in MG cars. His first land speed record car was called Speed of the Wind powered by an aero engine. He was one of the first drivers to use the Bonneville Salt Flats for his record attempts. From 1937 to 1939 Eyston and John Cobb alternately set new land speed records. The Thunderbolt on this Speed card was first driven in 1937 and it was powered by two Rolls Royce R-type V12 aero engines! One of these engines had already powered the winner of the famous Schneider Trophy aeroplane race. The highest record speed attained by Eyston in this car was 357mph. Thunderbolt was not run again after the war although Cobb did run his car again. Captain Eyston was another survivor of land speed record attempts and he lived until 1979



Horse No 1 or 11 The Derby has been run every year since 1780 and all the races except for the war years 1914-1918 and 1940-1945, when it was run at Newmarket, it has been held at Epsom. The race was named after the 12th Earl of Derby who with a group of friends organised the first race. The 1930 winner Blenheim shown on this card was ridden by Harry Wragg and the horse was owned by the Aga Khan III and he is shown leading home the winner in the picture



Horse No 3 or 8 The 1937 Derby winner, Mid-Day Sun, was ridden by Michael Beary and owned by Lettuce Mary Miller. She was the first lady owner to have a Derby winner



Horse No 7 or 2 The 1933 Derby winner, Hyperion, was ridden by Tommy Weston and owned by the 17th Earl of Derby. Horses from his stable also won the 1924 and 1942 Derby.



Horse No 10 or 5 The 1932 Derby winner, April the Fifth, was ridden by Fred Lane and owned by Tom Walls. He was a famous comedy actor well known for his frequent appearances in farcical comedies which were mostly written by Ben Travers. This career culminated in the series of twelve Aldwych Farces which were enormously successful. He died in 1949,



Horse No 11 or 3 The 1927 Derby winner was Call Boy ridden by Charlie Elliot and owned by Frank Curzon. He was another famous actor and theatre owner who produced a string of musical comedies starring his wife Isabel Jay. He also produced plays starring Ivor Novello. He only became a horse owner very late in his life and he actually died a couple of months after his horse won the Derby.



Horse No 11 or 4 The winner of the 1931 Derby was Cameronian ridden by Freddie Fox and owned by Arthur Dewar. He inherited his racing stable from his father Lord Dewar the famous Scottish whisky distiller. Cameronian was one of the most successful horses from the stable.