



1935 – Donington – Howe (No.1) in his Bugatti Type 59 can be seen in the middle of the second row of the start of the Donington Grand Prix in October 1935, in which he finished second. The first row consists of (l-r) Sommer (Alfa Romeo Tipo B), Giuseppe Farina (Maserati V8 RI) and Percy Maclure (Riley). Flanking Howe on the second row are (left) Richard Shuttleworth (Alfa Romeo Tipo B) and (right) Buddy Featherstonhaugh (Maserati 8CM). *Photograph by Autocar, courtesy of LAT Archive*

race ten times longer than in 1934. Donington had already put on longer-distance events, particularly the two Nuffield trophy races, the second of which run earlier in 1935, had been won by Pat Fairfield. He was one of those competing in the Donington Grand Prix co-driving Lindsay Eccles' T59. Charlie Martin had also entered his T59 and other grand prix cars included P3 Alfas driven by Richard Shuttleworth and Raymond Sommer. There was a variety of Maseratis, the fastest potentially being a 4.5 litre V8 model for Farina. A number of Rileys also featured and one E.R.A., Prince Bira in *Romulus*

(R2B). In practice Farina duly demonstrated he was far ahead of the rest of the field with a lap five and a half seconds faster than his nearest rival. Howe had a good practice session ending up on the second row of the grid with fourth best time.

Farina had no difficulty in dominating the race itself for the first forty laps but a broken half shaft eliminated him shortly afterwards. Howe had been running in the first half dozen cars up to that point and at fifty laps he was third behind Martin who was about a minute and a half in arrears of Sommer's blue-painted P3 which had taken over the lead after