



Above – 1932 – Brooklands – Howe waits trackside whilst his mechanic attempts running repairs to his Alfa Romeo 8C 2300 during the J.C.C. 1000 Miles race in June 1932. *Photograph by Autocar, courtesy of LAT Archive*

Right – 1933 – Shelsley Walsh – Howe passes the crowded spectator banks at the September 1933 hillclimb meeting in his newly-acquired Alfa Romeo 8C 2300 on the way to setting a best time of 47.6 seconds, finishing eighth in class. *Photograph courtesy of Midland Automobile Club Archive*



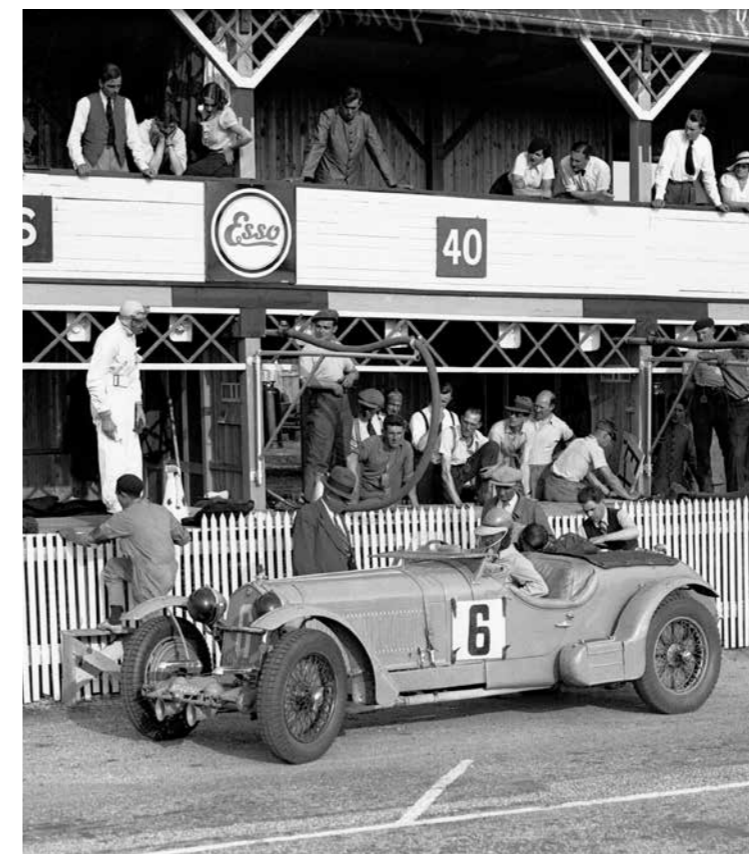
Below – 1932 – Le Mans – The Howe/Birkin Alfa Romeo 8C 2300 (No.8) leads Minoia's works car at the start of the 1932 24 Heures du Mans. They retired after 110 laps due to gasket trouble. *Photograph by Autocar, courtesy of LAT Archive*



By the time of Howe's next Le Mans, Birkin was dead so other co-drivers were needed. In 1934 it was Tim Rose-Richards, and the following year, Hon. Brian Lewis. Both were experienced and talented drivers providing Howe with an excellent chance of repeating his 1931 victory. And, indeed, his Alfa did lead the race for some hours in 1934 and 1935 before mechanical problems intervened forcing its retirement on both occasions.

In 1934 Tim Rose-Richards inherited the lead from Sommer's 8C, when the latter's engine caught fire. Another of the works Alfas, driven by Etancelin and Chinetti, was in close pursuit and, with a quicker pit stop than the Howe/Rose-Richards equipe, the works car went into the lead. Howe gave chase, and got closer and closer to Chinetti. Barrie Lyndon, who was present at the race, vividly described the duel between the two Alfas: "Howe gained steadily, travelling hard down the Mulsanne straight, holding his speed until the last moment before braking at the corner. He came through White House turn absolutely flat out, so that the machine presented a magnificent sight as it flashed past the grandstands and ran on to the banking of the curve beyond...Chinetti did his utmost to keep him behind but Howe gained until the two were racing side by side at fully 125 mph, for Howe to be just ahead when they were forced to use their brakes at Mulsanne" (Lyndon: *Grand Prix* (1935)).

The two Alfas continued to travel in close



Top – 1934 – Le Mans – Howe and his Alfa Romeo 8C 2300 pass Arnage corner during the 1934 24 Heures du Mans. Howe shared the Alfa with Tim Rose-Richards but retired after eighty-five laps with clutch problems. It appears that the tents in the background belong to officials. *Photograph by Autocar, courtesy of LAT Archive*

Left – 1934 – Le Mans – Howe and his Alfa Romeo 8C 2300 make a pit stop during the race. Howe's co-driver, Tim Rose-Richards can be seen standing on the pit counter. *Photograph courtesy of Geoffrey Goddard Archive*