

the cube of speed. To make 120 miles an hour, a car must have engines not merely twice but eight times as powerful as those required to make sixty miles an hour.

Pressure against a high-speed automobile is downward on the nose and upward on the tail. The design of the machine must be to withstand this terrific pressure. In addition, the manner in which air is spilled over the sides serves to greatly cut down the speed. In order to equalize this downward pressure in front and the upward pressure behind, the surfaces are curved in forms that seem strange to the air racer. The object of the curves is to let the air slip over the machine rather than to let it batter the sides and bottom. The squat look of both Segrave's and Campbell's machines is explained in this way.

Although giving full credit to the power and design of the British entry, America had pinned its faith on Frank Lockhart's "Black Hawk" made at the plant of the Stutz Motor Car Company at Indianapolis. This car, only a third heavier than the 91.5 cubic inch cars operated on the American speedways, was designed under the personal direction of Lockhart. Special attention was given to every detail that would serve to make for minimum resistance to the winds that sweep the beach. It developed 475 horsepower and weighed about 2,500 pounds.

So sudden did Lockhart's mishap take place that in all probability not even Frank knew exactly what happened. He was seen to swerve first in one direction and then the other. Perhaps a bump in the sand threw him momentarily off the straight course he was trying to maintain. Such was the speed at 225 miles an hour that the machine tended to keep on the swerving course that had been assumed.

It was just a turn of fate that kept this lighter American car from sweeping straight down the beach and surpassing the record made by Campbell's 4,500-pound speed monster, which actually developed close to 1,000 horsepower.

Ray Keech, a comparatively unknown American driver, was unsuccessful in attempting to bring the speed crown to America in the first of America's super-cars, the Triplex built by J. M. White, of Philadelphia, and powered with three Liberty airplane motors.

Two months later, after Campbell had returned home, Keech and Lockhart met there again. After repeated trials in which he ran the Triplex 450 miles up and down the beach, Keech achieved a new record on April 22, when he traveled six-tenths of a mile faster than Campbell had done. A few days later Lockhart drove his tiny Stutz to a new 183 cubic inch class record and came within striking distance of the world's record, a remarkable feat when compared to the vast superiority of the power plants of Segrave, Campbell and Keech.

Less than 15 minutes after making his record, Lockhart came screaming down the sand in front of the judge's stand and it was then that the dreaded death-rattle sounded. Like a pistol shot, a tire went out. The rear end of Lockhart's car lifted from the ground. Over and over the death-trap rolled, narrowly missing a huddled group of shivering cameramen. Then came the terrific crash amidst clouds of dust and sand. Lockhart was thrown clear and hit the earth as his chariot of death burst into flames. Still at last, he lay prone on the beach.

"It's all over." Bystanders who rushed to Frank's aid could do nothing for him. But nevertheless they