

THE HARD RACE FOR —

G. E. T. Eyston, driving an M.G. Magnette, wins a hard-fought race over a notably difficult course at 80.81 m.p.h. M.G.s also finish 5th, 6th, 9th and 10th and capture the coveted Team Award.

THE British Racing Drivers Club's Race for the British Empire Trophy was run off at Brooklands on Saturday, 23rd June, under ideal weather conditions.

Prior to the start of the race, Lord Howe presided at a quiet little ceremony in the Paddock—the unveiling of the bronze plaque to the memory of the late Sir Henry Birkin, which has been erected on the wall of the club premises by his friends of the B.R.D.C.

For this year's race for the trophy and £1000 presented by Lord Nuffield, the Club employed an exceedingly hard 300 miles long course, calling for the best of stamina in both drivers and cars, and it is an added tribute to Eyston and Magnette No. 23 that they should have triumphed at so high a speed on a circuit which, in about four hours, accounted for no fewer than seventeen retirements. Eyston's team also won the Team Award.

The race, which in every other respect was excellent, was marred

by a bad crash at the bend on the Members' Banking, which unfortunately resulted in the death of J. Houldsworth, whose Bugatti overturned after getting out of control.

The course was officially opened by His Highness the Amir Abdullah of Trans-Jordan, who was driven round the circuit by Sir Malcolm Campbell, his *entourage* following him closely in a number of M.G. cars.

Lord Howe had a minor crash on his Maserati, sliding into the fence at the Railway Straight Snake—fortunately without personal injury.

Thirty-eight cars started and, as has already been stated, seventeen retired.

Some idea of the thrilling nature of the finish may be gathered from the fact that Eyston was only 1 minute 41 seconds ahead of Whitney Straight when he crossed the finishing line—a discrepancy which represented a little under half a lap at the speeds at which the two cars were travelling.



THE BRITISH EMPIRE TROPHY

RESULTS

1. G. E. T. Eyston (1087 c.c. M.G. Magnette S.), 80.81 m.p.h. Won by 1 min. 41 sec.
2. Whitney Straight (2.9-litre Maserati S.), 82.45 m.p.h.
3. A. H. L. Eccles (2.3-litre Bugatti S.), 81.70 m.p.h. (4 min. 20 sec. behind winner).
4. John Cobb (2.3-litre Alfa-Romeo S.), 81.36 m.p.h. (4 min. 35 sec. behind winner).
5. R. Gibson (1087 c.c. M.G. Magnette S.), 74.80 m.p.h.
6. P. L. Donkin (1087 c.c. M.G. Magnette S.), 74.61 m.p.h.
7. J. H. Bartlett (2.3-litre Alfa-Romeo S.), 77.20 m.p.h.
8. J. S. Hindmarsh (2-litre Singer), 74.38 m.p.h.
9. N. Black (1087 c.c. M.G. Magnette S.), 72.87 m.p.h.
10. C. Penn-Hughes (1087 c.c. M.G. Magnette S.), 71.29 m.p.h.

Team Award

G. E. T. Eyston's M.G. Magnette Team.—G. E. T. Eyston, D. Froy and C. Penn-Hughes.

Class Winners

- Up to 750 c.c.—None finished.
- 1100 c.c.—G. E. T. Eyston (M.G. Magnette).
- 1½-litres.—None finished.
- 2-litres.—J. S. Hindmarsh (Singer).
- 3-litres.—Whitney Straight (Maserati).



G. E. T. Eyston receiving congratulations from Prince Bertil of Sweden and Mr. Cecil Kimber, after his fine victory.