



A.C. ACE.—Armchair type seats give good lateral support and a central racing type hand-brake is close to the gear lever (almost hidden by the wheel).



AUSTIN-HEALEY.—Notable details of the new 100S competition model include a wood-and-light-alloy steering wheel, grouped instruments in front of the driver, closely adjacent gear and brake levers, and a single-piece curved Perspex screen.

FURNISHED for

Fast Motoring

Some Practical Thoughts on
an Important Subject from
HAROLD HASTINGS



SWALLOW DORETTI.—Solo driving is both more comfortable and, oddly enough, less lonely when a car is converted virtually into a single-seater by means of a three-quarter tonneau cover. This detail is one of many well-planned items on this relative newcomer.

ASTON MARTIN.—The problem of good visibility and easy access to luggage on a sports body with sloping tail has been cleverly solved on the DB2-4. The photograph also shows the large side window area with thin divisions.



IF the degree of mental concentration required to drive at various average speeds were susceptible to accurate measurement, it would undoubtedly be found to obey a square law, if not a cube law. Double the average, and the effort is increased fourfold, if not more.

At the end of an outstandingly-close race, which he won after a wheel-to-wheel scrap throughout, one of our top-ranking racing drivers confessed in confidence (which is why the name and the place are omitted) that he was glad there was not another lap; if there had been, he couldn't have stuck the pace, he said.

That is the extreme example; but what operates to the limits of mental and physical exhaustion in 100-m.p.h. laps of a road-racing circuit, applies in lesser form to fast driving under ordinary road conditions.

A personal experience (not unconnected with Press coverage of a sporting event a few years ago) provided some appreciation of what that racing driver felt. In this

case, the occasion was nothing more than the necessity for driving an extremely large limousine over a narrow mountainous rally course without obstructing, or being overtaken by, a bunch of sports-car drivers in a hurry to make up time. The whole thing was vastly exhilarating and enjoyable; but I wondered what was wrong with me when I came to sit down immediately afterwards and found my hand-writing more spidery than ever and a feeling of utter exhaustion in legs and arms. The sports-car drivers, no doubt, thought nothing of it.

There you have the explanation of why, as a class, sports-car drivers are a pernickety lot. They know instinctively that, quite apart from the essentials of good