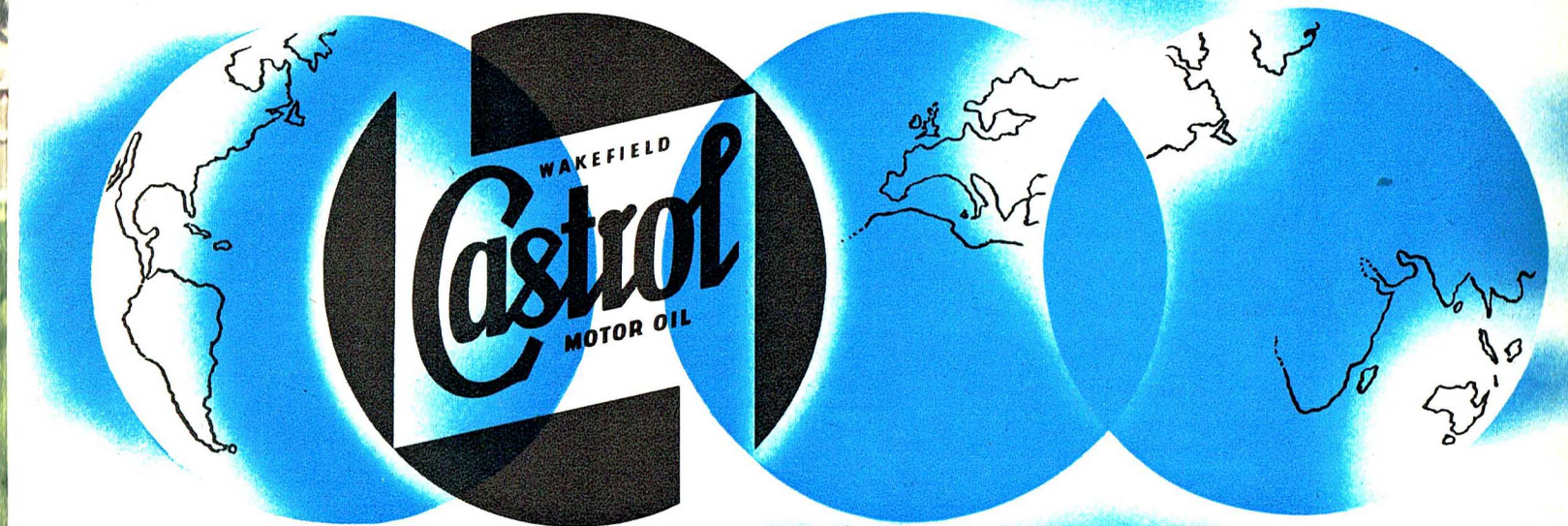


## ACHIEVEMENTS 1957



"AROUND THE WORLD" was a catch-phrase of 1957 and it certainly applied to the extent of Castrol achievements during the year.

To the London Headquarters of Castrol came, as in previous years, a never ending story of success in races, records, rallies and trials from every quarter of the world.

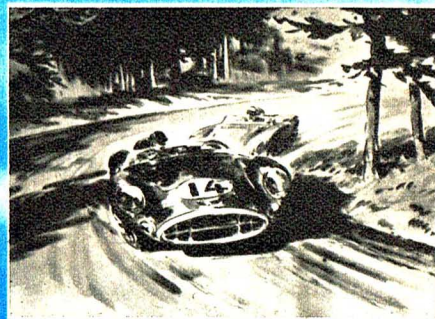
From the thousands of these successes we have picked just a hundred or so to represent the men and women, the machines, the places, and the many branches of motor and motor cycle sport in many lands, for the interest of the great multitude of enthusiasts who are themselves spread—"AROUND THE WORLD".

C. C. WAKEFIELD & CO. LTD. · 46 GROSVENOR STREET · LONDON, W.1.

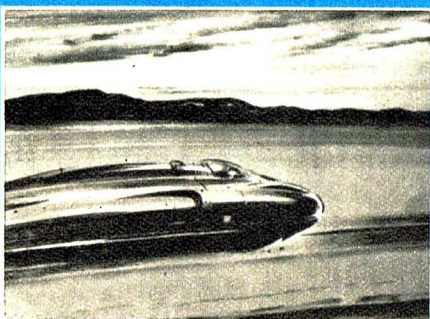
O U R C O V E R P I C T U R E S



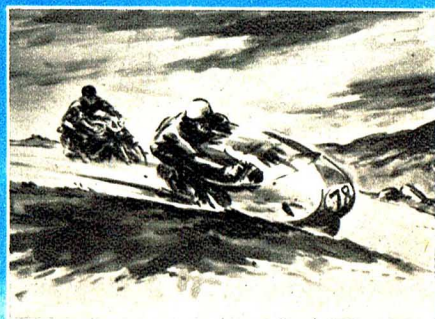
Cuth. Harrison, member of the victorious Ford Zephyr team in the Tulip Rally.



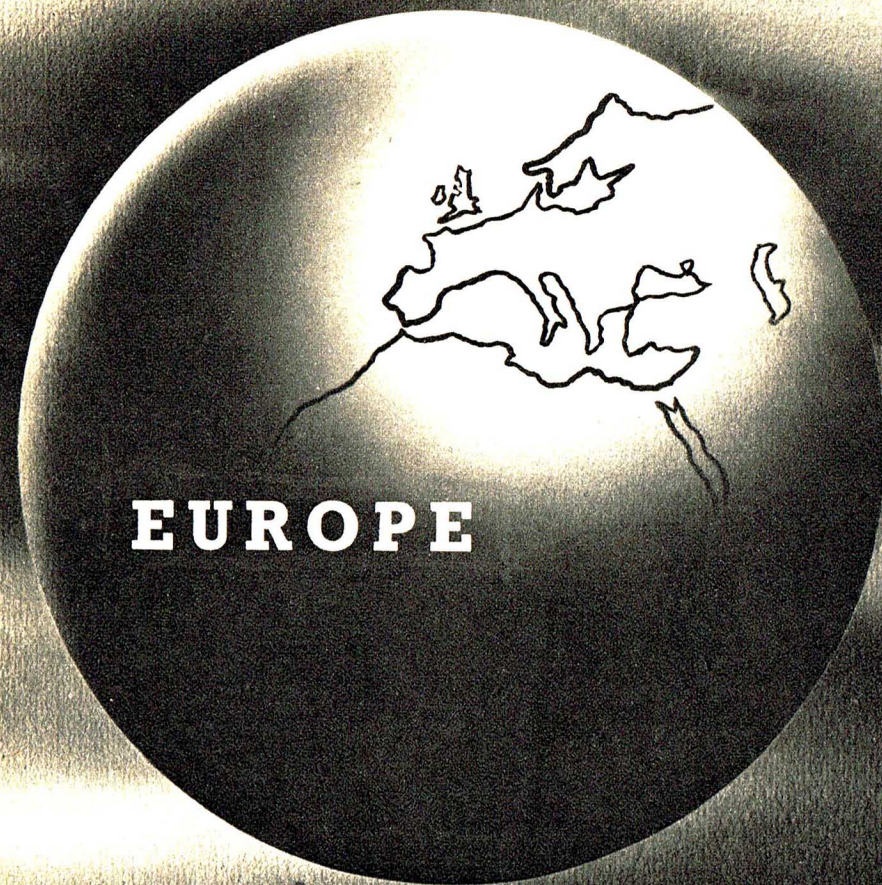
The Aston Martin of Brooks and Cunningham Reid which won the 1000 kilometres at Nurburgring.



The M.G. EX.181 streaks over the Utah salt to capture more records for Britain.



Bob McIntyre (Gilera), hero of the 1957 Isle of Man T.T. races.



From Scandinavia to Spain, from Scotland to Sicily, in fact in every European country, the followers of motor sport in its many forms grow in number. The annual battles in the Classic events of Europe demand supreme fitness from both men and machines as they surpass the performances of previous years. From more than a dozen European countries we have gathered pictures to represent a few of the many Castrol winners who thrilled the crowds in 1957.

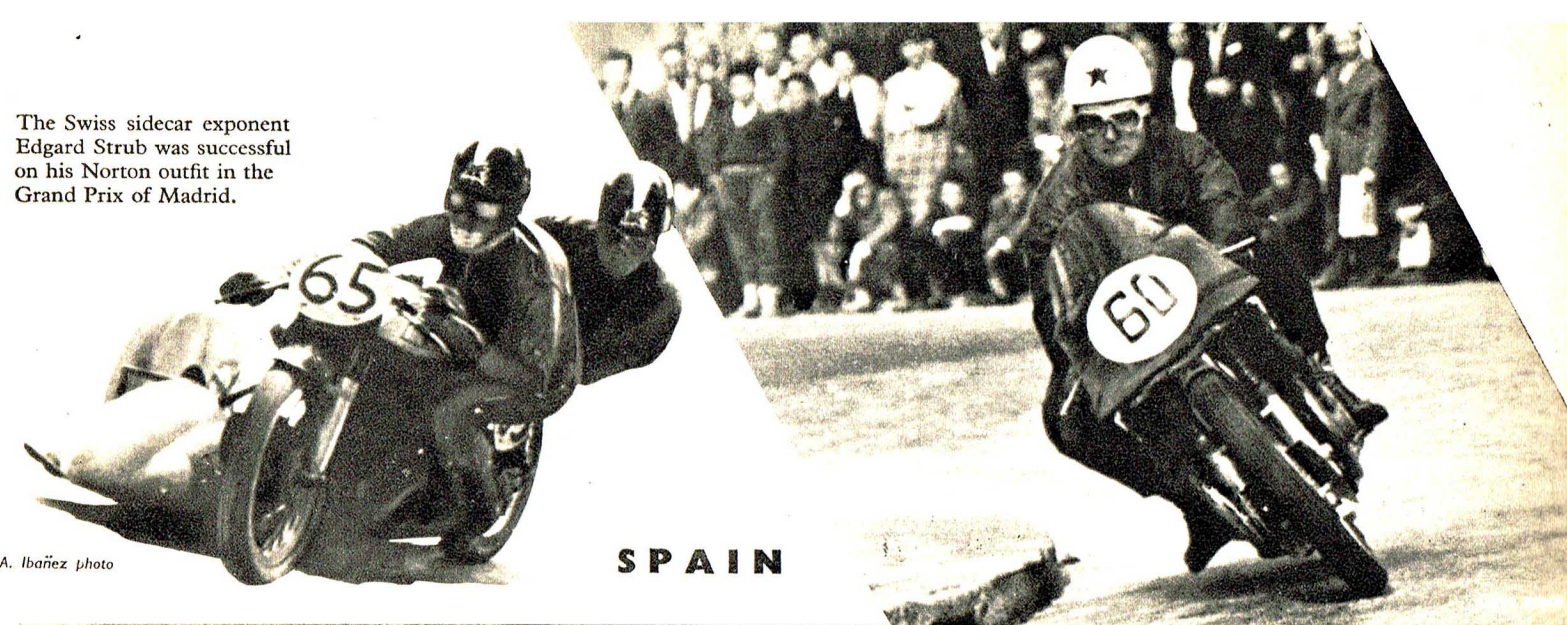


## ITALY

The first round in the European Touring Championship, the Sestriere Rally, drew 125 starters. The road work was reported to be fairly easy but the competitors had some tricky moments in the special tests at the Modena, Imola, Castelfusano and Monza tracks.

Publifoto photo

The Dyna Panhard of Borghesio and Bianchi (*left*) won the Rally with Turri and Cocchetti (*above*) second in their Alfa Romeo. Both teams were also Class winners and of course used Castrol.

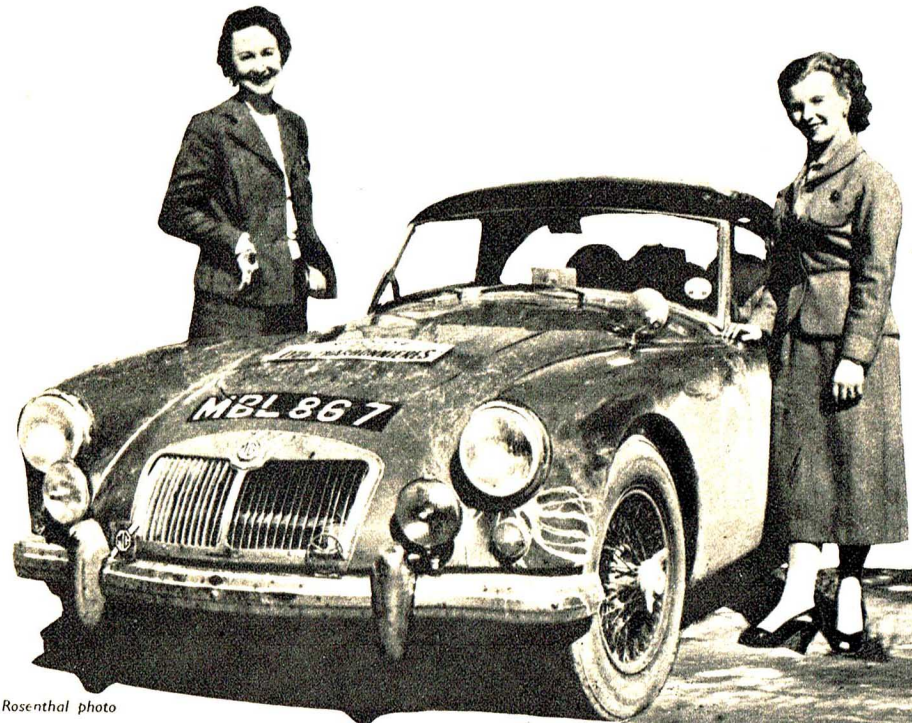


A. Ibañez photo

## SPAIN



In the Fallas International Races at Valencia, Spain, Castrol users gained first three places in four classes. Among the winners were John Grace (*left*) in the 125 c.c. class and Carlo Bandirola (*above*) who demonstrates how to corner with complete confidence. Both of these winners ride M.V. machines.



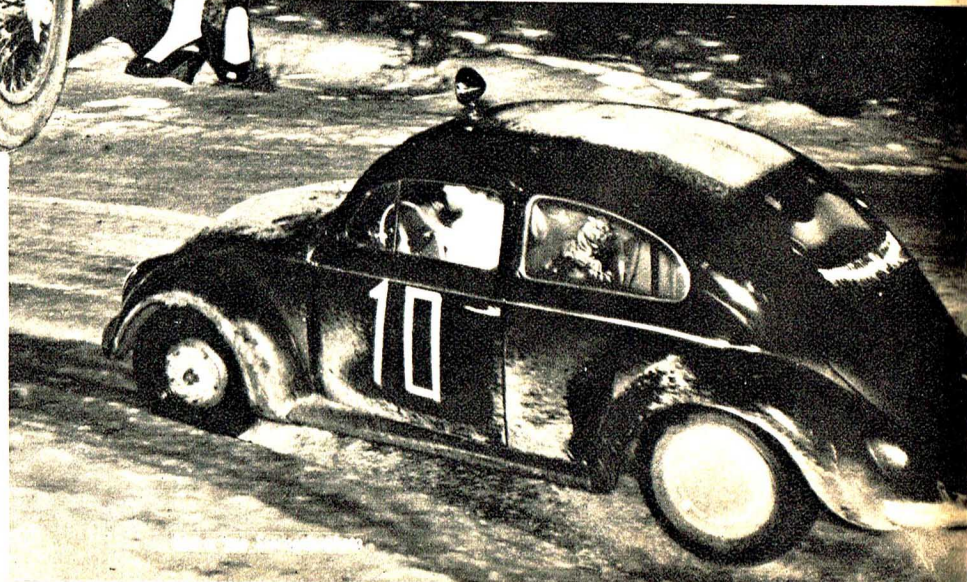
Rosenthal photo

## FRANCE

European Ladies Touring Champion for 1956 and 1957, Nancy Mitchell is all smiles after winning the Ladies Cup in the Lyons-Charbonnières Rally which was made all the more difficult by gales, fog, ice and snow. With Nancy Mitchell is her partner Doreen Reece and the travel-stained M.G.A.

## SWEDEN

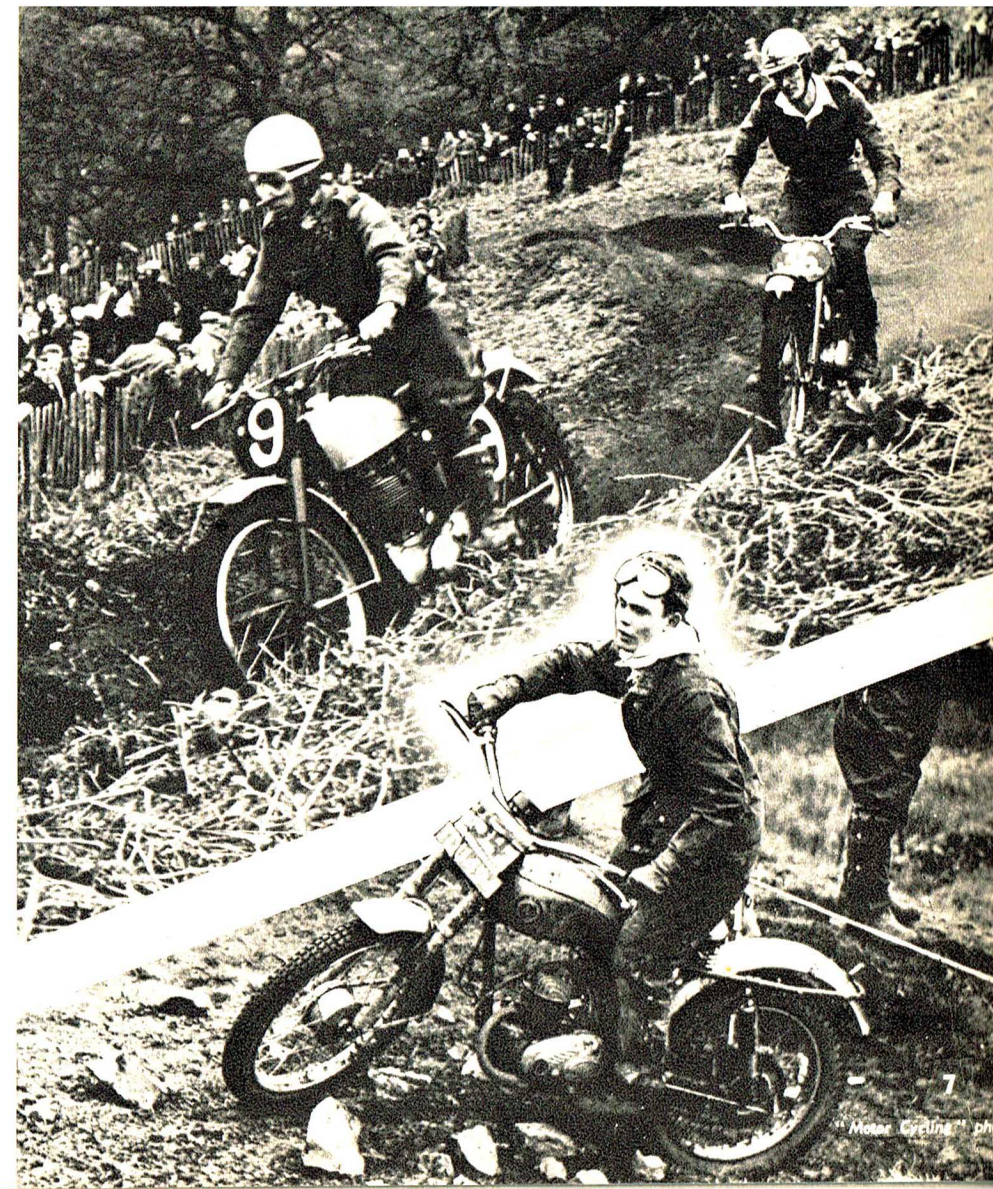
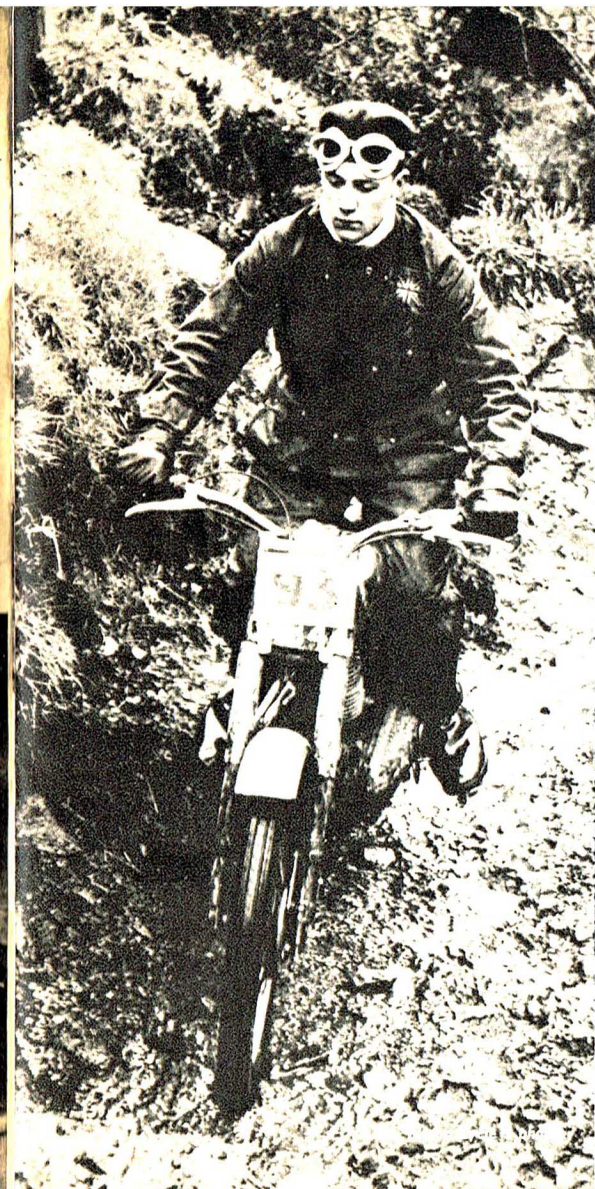
Every picture tells a story and this one leaves little need for explanation. From Sweden comes this photograph of the Volkswagen in which Berndt Jansson won the Marspokalen trial.



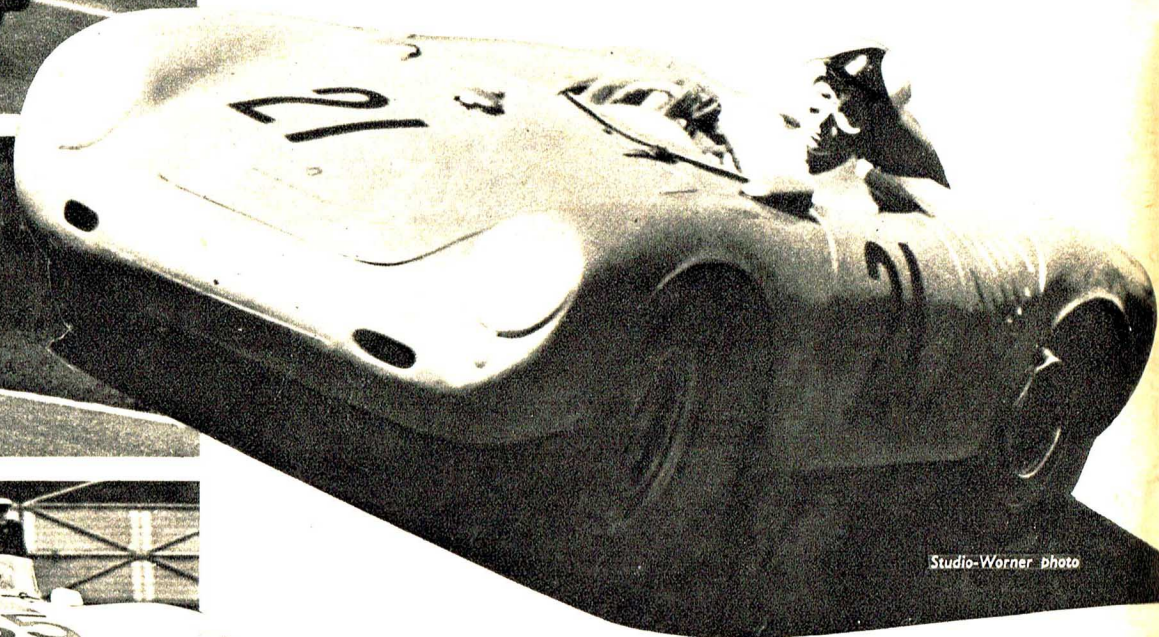
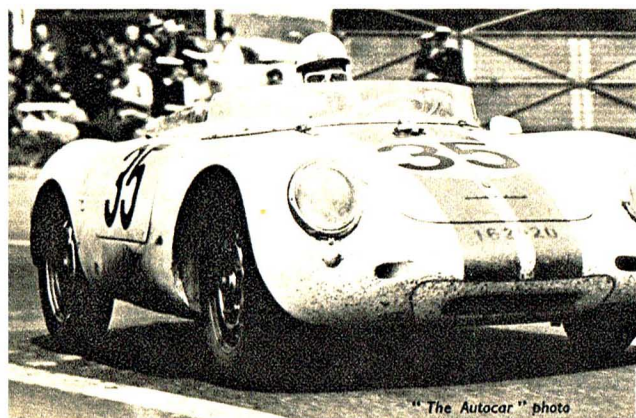
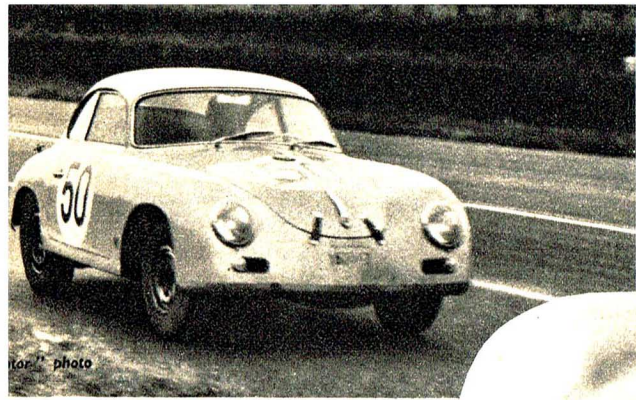
## BRITAIN

The young man on the right wearing a confident expression and a Union Jack badge is P. Stirland who won the Alan Smith Cup (350 c.c. class) in the Bemrose Trial on his Royal Enfield. J. Tye (Francis-Barnett) (*bottom right*) was successful in the 150 c.c. class to capture the Telford Trophy. A third Castrol winner in the same event was G. Wheldon (James) in the 250 c.c. class.

(*Top right*). In the Hawkstone Park scramble in April, J. Draper (B.S.A.) held on to this lead over Brian Stonebridge in their 150-350 c.c. heat, but Stonebridge won the final on his 200 c.c. Greeves to obtain the Morris Cup. In the main race for the Daily Herald Trophy (300-1000 c.c.) Draper took the honours and Stonebridge, still on his 200 c.c. mount, was a gallant runner-up.

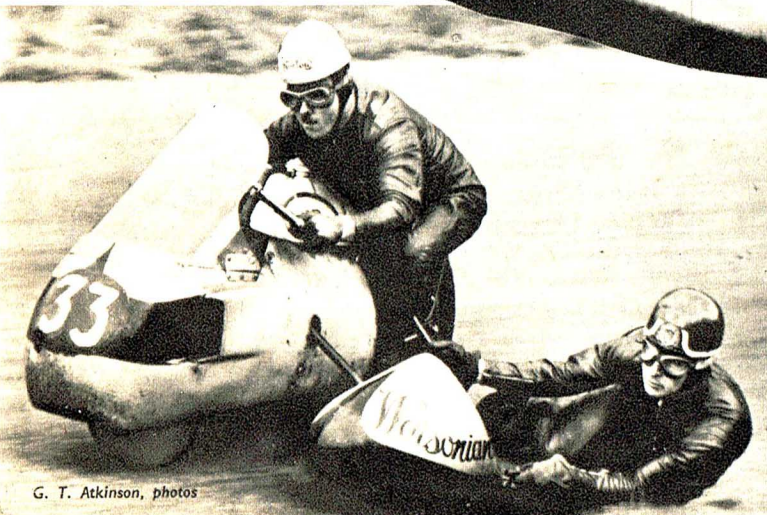


## A PAGE OF PORSCHEs



Porsche cars had a very successful racing season. Among their achievements was the Formula 2 win of Barth (*above*) in the German Grand Prix. He also drove a Porsche to victory in the German Mountain G.P. and obtained a class win in the Nurburgring 1000 kms. In the famous Rheims 12-hour race, co-driving with von Frankenburg, he dead-heated for a class award with Storez/Bonnier. Their saloons are centre and top left respectively. At Le Mans a win in Class F was obtained by the Porsche of Hugus and de Beaufort (*bottom left*).

## and a pair of chairs



Studies in concentration by Norton Watsonian sidecar experts Pip Harris (*above*) and Cyril Smith (*left*). They had many tussles during the season with Harris gaining most of the honours, principally at Brands Hatch, Thruxton, Oulton Park and Snetterton. Among Smith's successes were 2nd place in the Grand Prix des Nations at Monza, and wins in the sidecar handicap at the Wirral 100 meeting and the sidecar championship at Cadwell Park.

## SCOTTISH 6 DAYS TRIAL

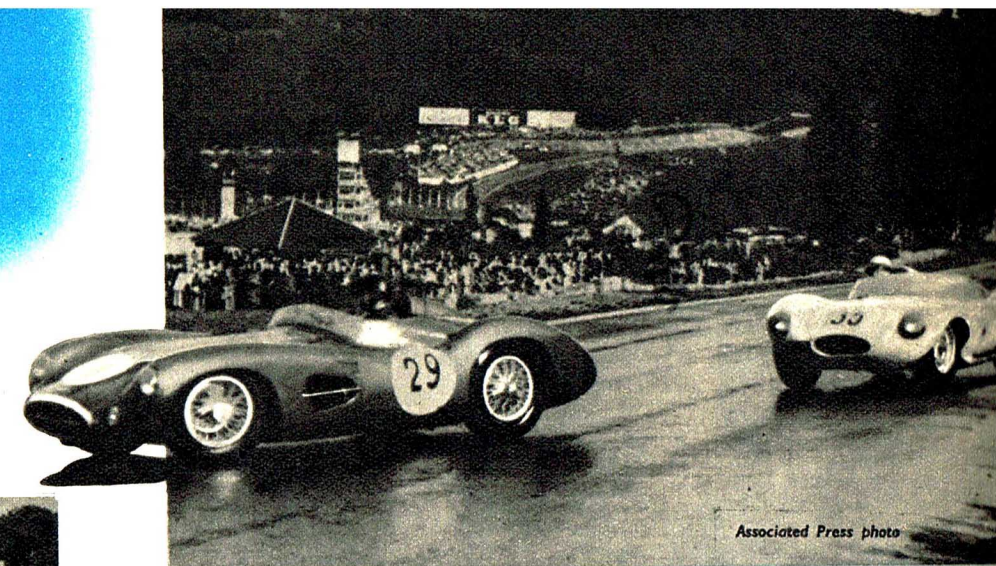
This event proved most successful for Castrol users, headed by Johnny Brittain (Royal Enfield) who won the best performance prize and of course a class award. He is seen here (*right*) on the long climb up Loch Eild Path. Brittain also had successes in the Cotswold Cup and the Travers Trophy Trials.



Also negotiating Loch Eild Path is B. Povey (James) who won the 250 c.c. award. Among his other successes during the season was his good win in the West of England Trial.

## ASTON ACHIEVEMENTS

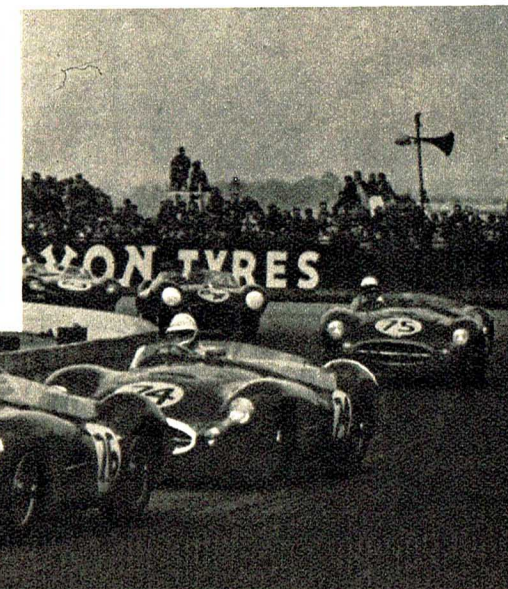
Tony Brooks had two good wins in Aston Martins at Spa during the summer. In May he won the Spa Sports Car Grand Prix with team mate Roy Salvadori coming in second. Brooks is seen here in the new D.B.R.I. model. His other win at this track was in the R.A.C. Belge Sports Car Grand Prix three months later when he put up a new average race speed record of 118.4 m.p.h.



Associated Press photo



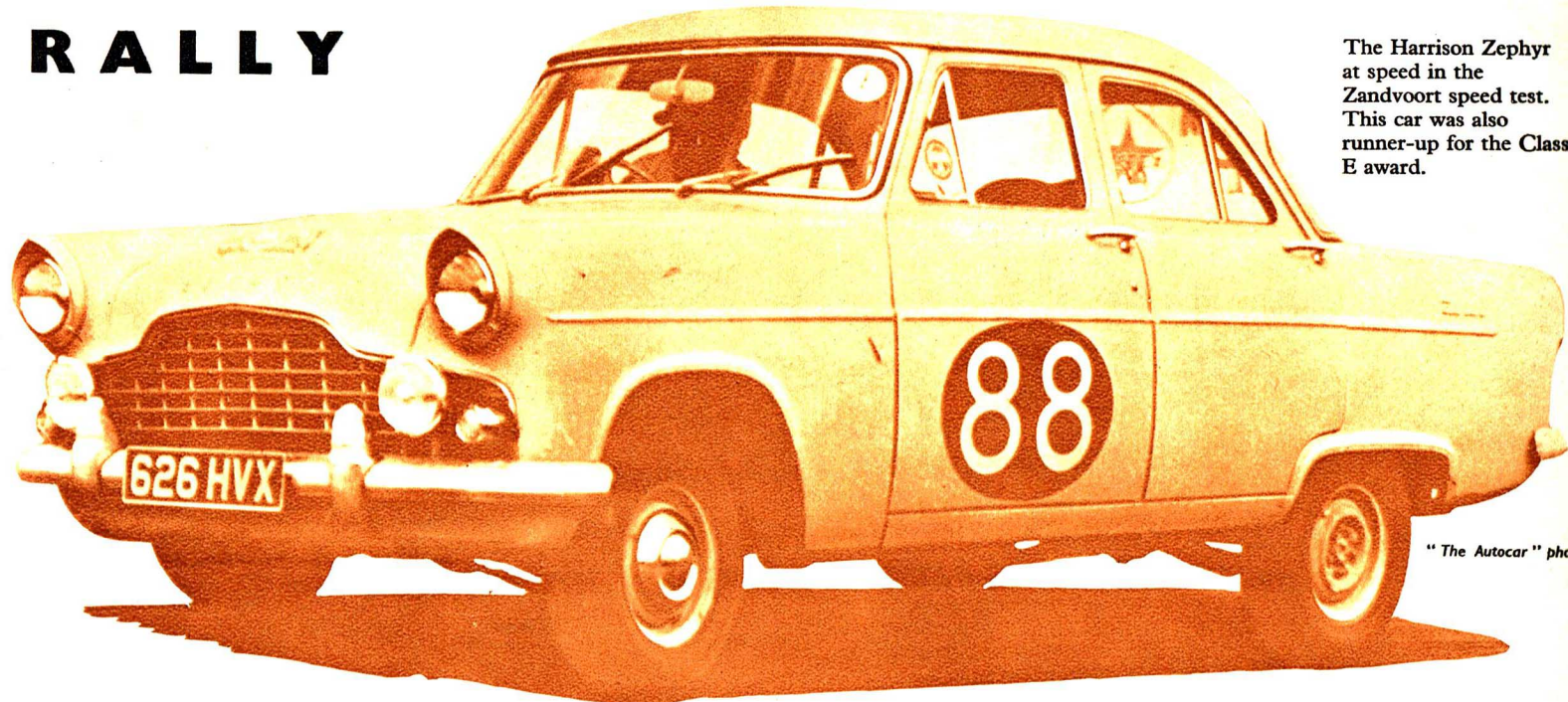
T. C. March photos



Astons captured the team prize with a vengeance at the Daily Express meeting at Silverstone in September and here they are leading the field, Brooks (76), Salvadori (74) and Cunningham-Reid (75). It was Salvadori's turn to win however and he is shown (*extreme left*) with his foot well down, as they say, on the loud pedal.

# THE TULIP RALLY

This event was held in May but apparently the weather man was not aware of this for the competitors had to contend with rain, hail, sleet and snow during the Rally. Castrol users scored their usual quota of firsts : in addition to four Class wins, the Coupe des Dames was won by Mrs Ann Hall and the three Ford Zephyrs of Cuth and John Harrison, Ronnie Adams, Ernie McMillan, Dennis Scott and D. J. Irlam overcame the formidable opposition of 19 other teams to win the Marque Team Award.



The Harrison Zephyr at speed in the Zandvoort speed test. This car was also runner-up for the Class E award.

"The Autocar" photo



Driving a Ford Zephyr, Mrs Ann Hall with her sister Mary Hopkinson won the ladies' prize against a strong challenge.



(Left) The Alfa Romeo of Wallwork and Pownall which was first in Class E.

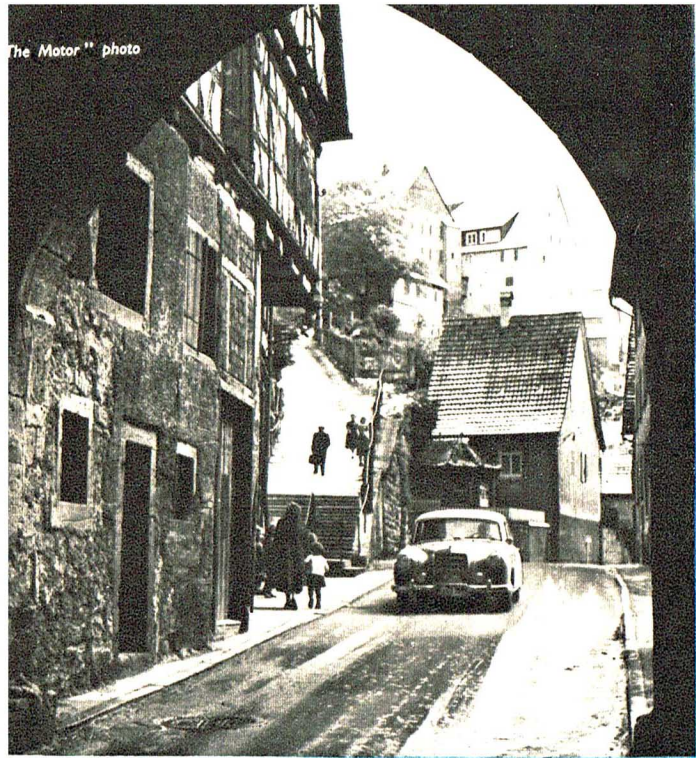
John Ross photo



(Right) A Ford of a different kind, the Fairlane of Mr and Mrs Carstedt which was the Class F winner.

John Ross photo

The Motor " photo



Leasing picture of the Class winning Mercedes of Reiss and Kufner.



The Triumph TR3 of Waddington and Cave, winners in Class K.

John Ross photo

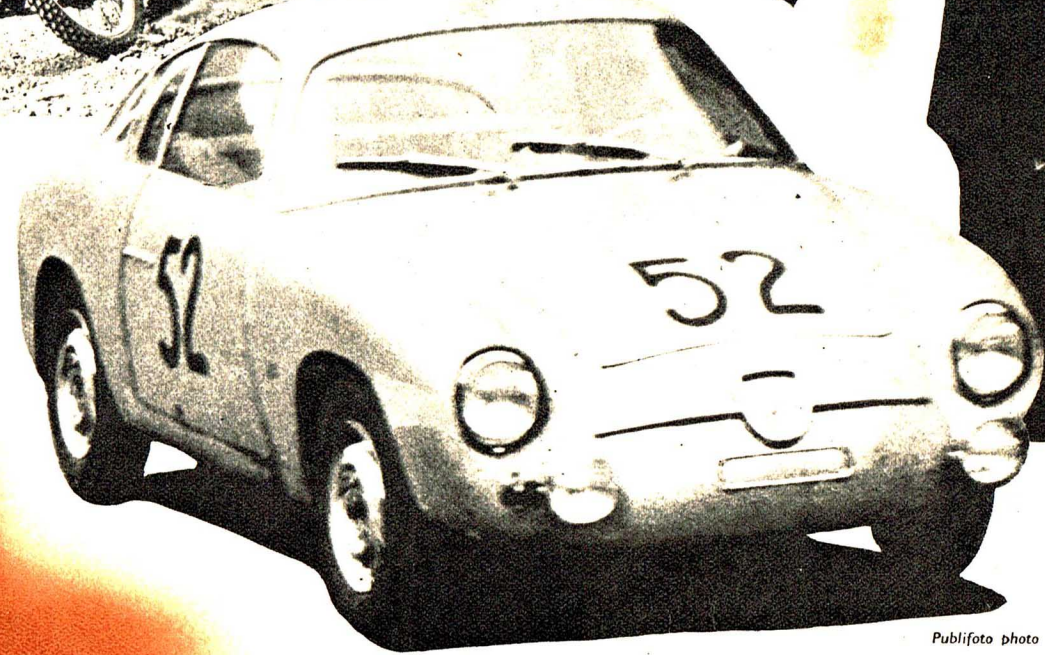




Max photo

## FRANCE

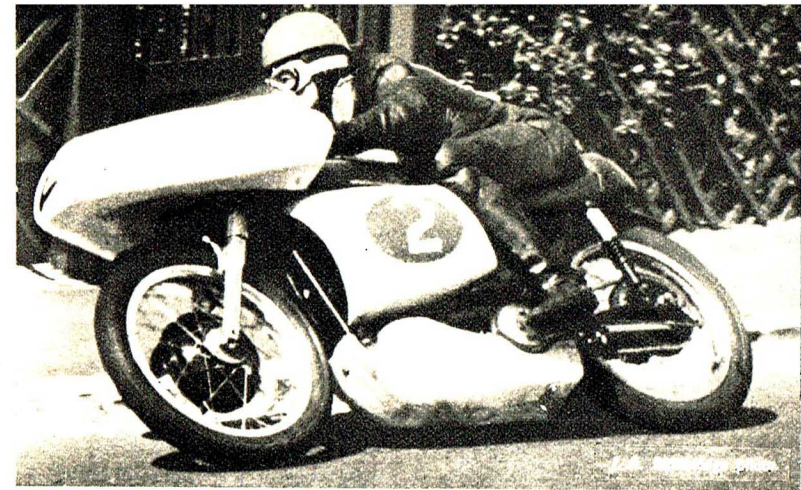
(above) Les Archer (Norton) winning the French Moto Cross P. which was held over 25 laps of the 1 1/4 mile chalk pit circuit at Montreuil. Archer recorded several impressive wins in France during the year.



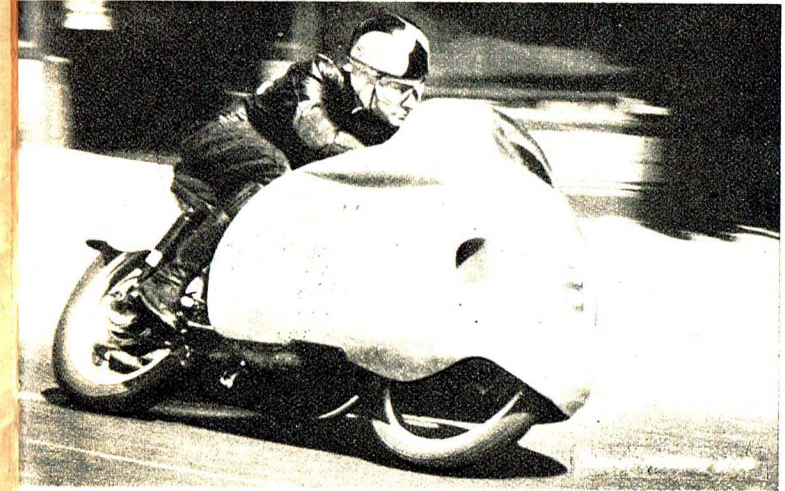
Publifoto photo

## ITALY

Castrol-lubricated cars had three class wins to their credit in the famous Mille Miglia. These included the 600 c.c. Fiat Abarth (below) which was successful in the 750 c.c. Grand Touring Category. This car, driven by Alfonso Thiele, was actually faster than the winner of the 1000 c.c. class.



Among his many successes during the season, Norton rider Jack Brett (right) included the North West "200" when he became the first man to have lapped this Ulster course at over 100 m.p.h.



All-rounder Sammy Miller (N.S.U.) repeated his win of 1956 in the 250 c.c. class of the N.W. "200". He was also the best on a 250 in the Cookstown "100".

## MARATHON MEN



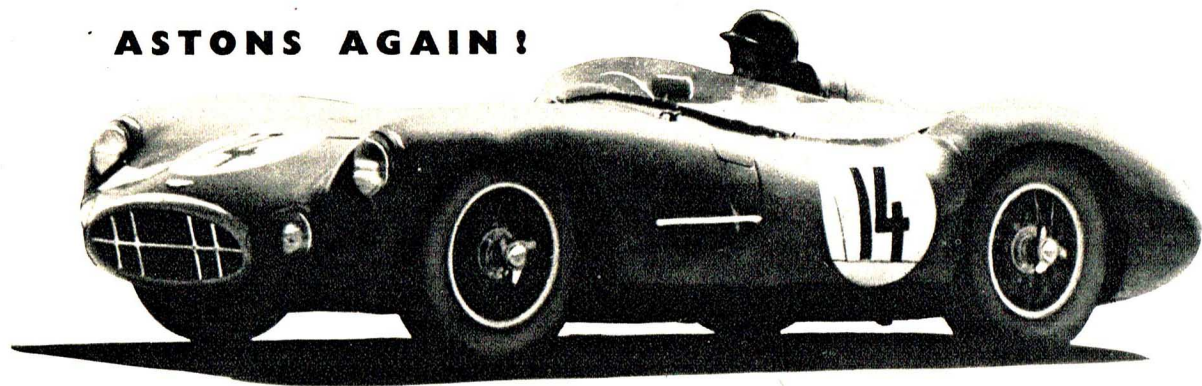
G. M. Pellett photo

There may be a query on the hats of Fred Webber and Rex Avery but there was no question about their win in the gruelling Thruxton 9-hour marathon which they won on their Castrol lubricated B.S.A. in weather which varied from torrential rain to tropical heat.



"Motor Cycling" photo

# ASTONS AGAIN!



A great triumph for Aston Martin during 1957 was their win in the Nurburgring 1000 kilometres race in the face of a strong Italian challenge.

A busy scene during a pit stop when every second counts. Each member of the team must know his job and perform it in the minimum possible time.



Wearing the golden laurels of victory, Tony Brooks and Noel Cunningham-Reid pose for their photograph with Aston Martin chief David Brown and the A.D.A.C. President (left).



caffidi photo



G. Tolomeo photos



## SICILY

Three Tour of Sicily Class winners photographed at the same place, Termini, on the coast road between Messina and Palermo. They are (left) Jemmolo in an Alfa Romeo Giulietta (above, centre) Taormina in an Alfa Romeo Sprint Veloce and (above, right) Minaudo in a Fiat.

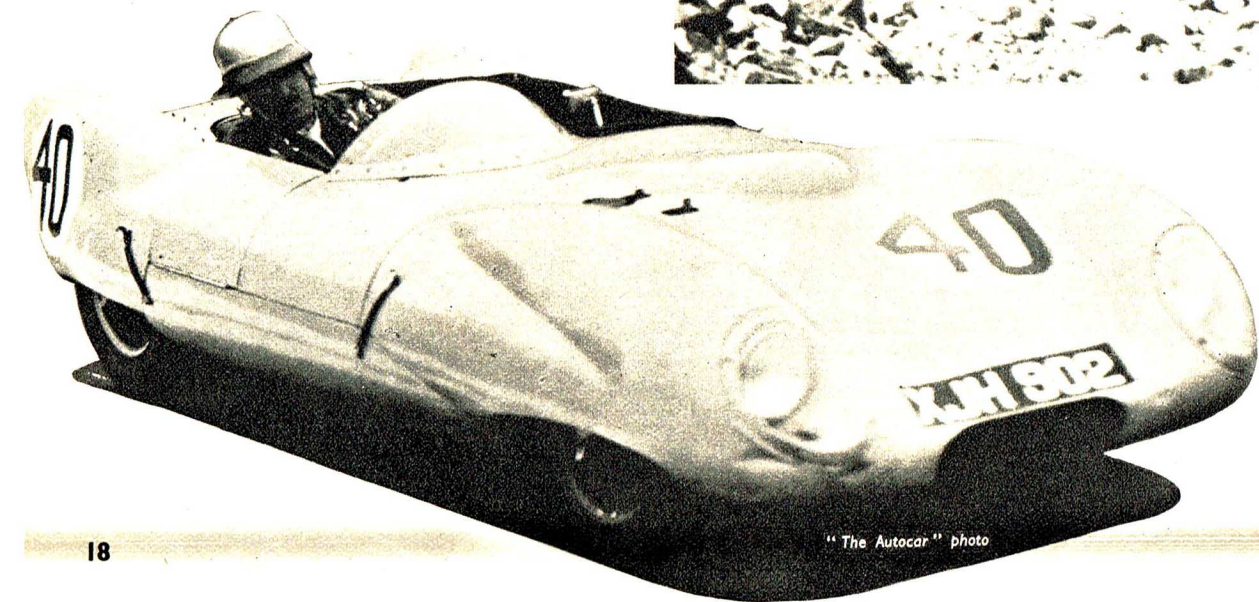
The 1957 Targa Florio was very different from previous years. This time it was a regularity trial and the winner, with his wife as navigator, was the veteran racing driver Piero Taruffi, driving a Lancia Appia. Taruffi was also the winner of the event in 1954.



Scappi photo

## TWO AT THE TOP

Man climbs mountain on motor-scooter! On 16th June, Geoffrey Parker on a standard Lambretta climbed 4,406 ft. Ben Nevis, Britain's highest mountain, with the temperature at 85 degrees. The Lambretta was lubricated with Castrol Two-Stroke Self-Mixing Oil.

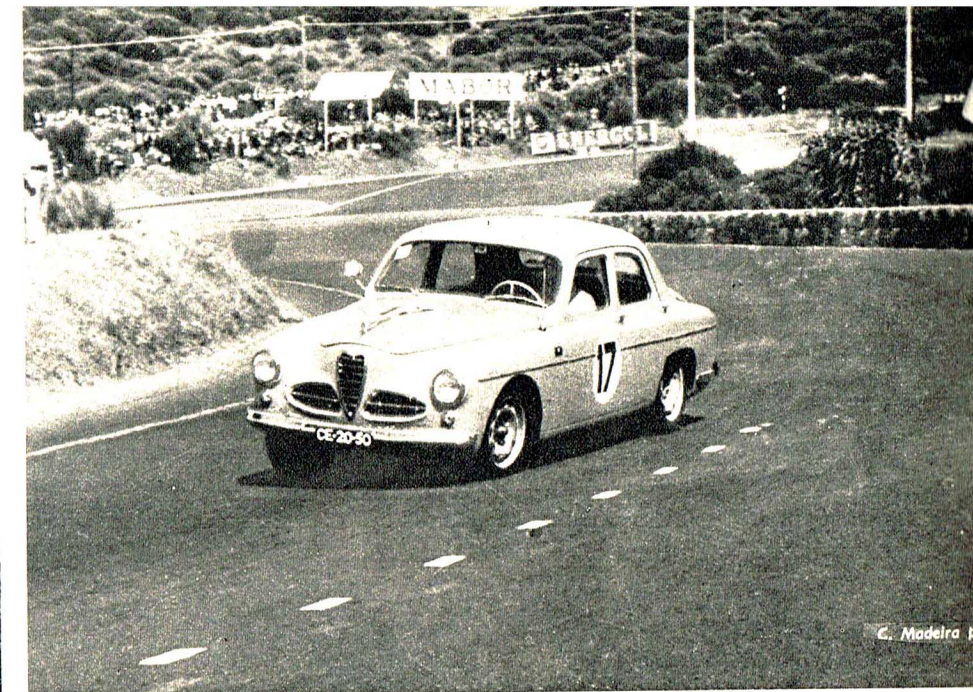


"The Autocar" photo

Another man at the top was Ian Walker who won the Autosport Sports Car Driver Award. He had a very successful Whitsun too, winning races at both Crystal Palace and Brands Hatch during the week-end in his Lotus-Ford.

## PORTUGAL

(Right) From sunny Portugal comes this picture of Manuel Nunes dos Santos in his Alfa Romeo, the absolute winner of the 4th International Circuit of Lisbon.

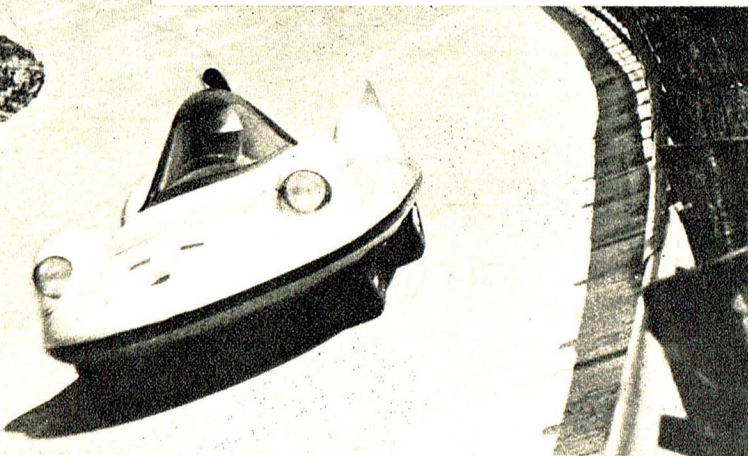


## SCANDINAVIA

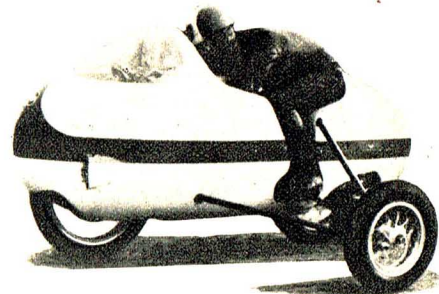
(Left) Sun of the round the clock variety this time. T. Jansson (Volvo) was the outright winner in the Rally of the Midnight Sun. Wins in Classes 1, 2, 4 and 5 also went to Castrol users.

## RECORDS AT MONZA

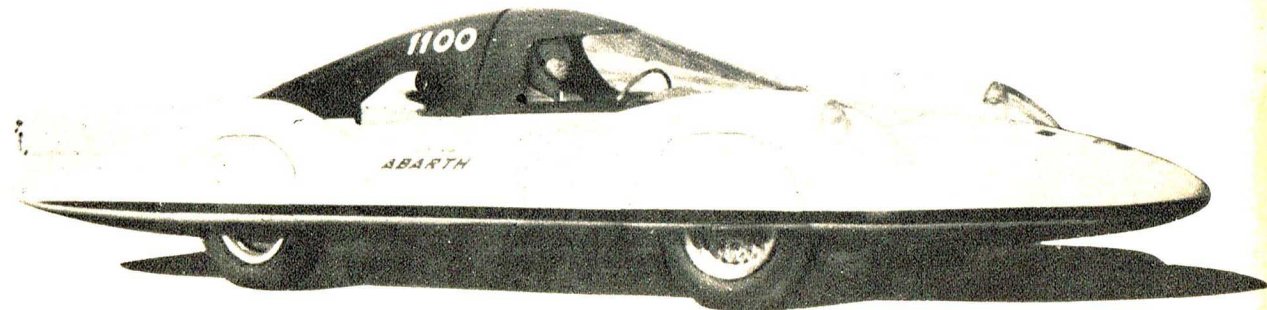
The 750 c.c. Fiat-Abarth streaks around the Monza circuit to capture more than a dozen International "H" Class records. The engine in this Pinin-Farina streamliner is the one from Thiele's Mille Miglia car shown on page 14.



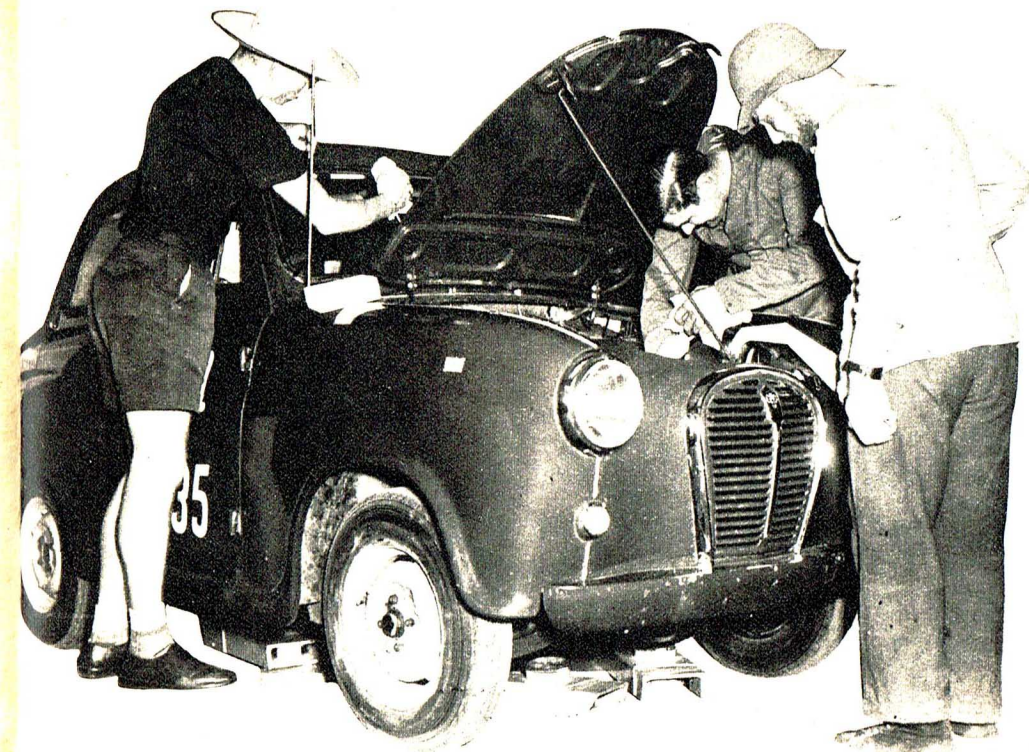
Publifoto photo



The end of the year saw a terrific attack on international motor cycling records. Most of these fell to Gilera including several in the sidecar class by Alfredo Milani on this one man outrigger machine.



(Right) this Alfa Romeo-Abarth broke a number of International "G" Class records at Monza during May. Like the smaller engined Abarth above, this record-breaker relied on Castrol.



For seven days and seven nights this production model Austin A35 lapped the famous French track at Montlhéry at an average speed of 74.9 m.p.h. to capture seven international records. The drivers were Cambridge undergraduates:- Gyde Horrocks, J. R. Simpson, T. J. Threlfall, P. G. Riviere and J. A. B. Taylor. Like their fellow record breakers at Monza they relied on Castrol. When the engine was subsequently stripped, the British Motor Corporation reported "No measurable wear and all bearings perfect."

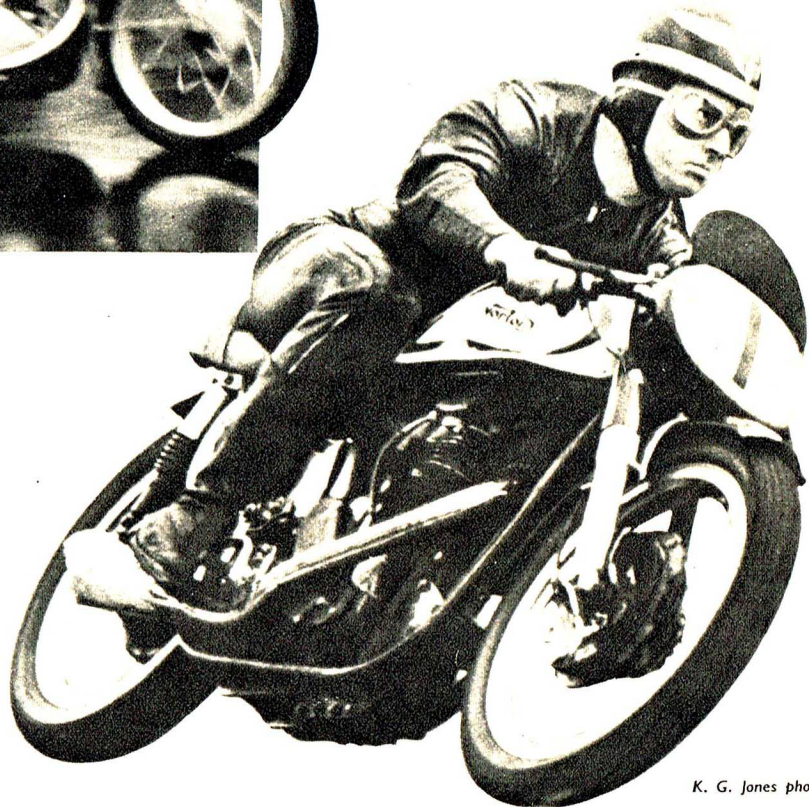
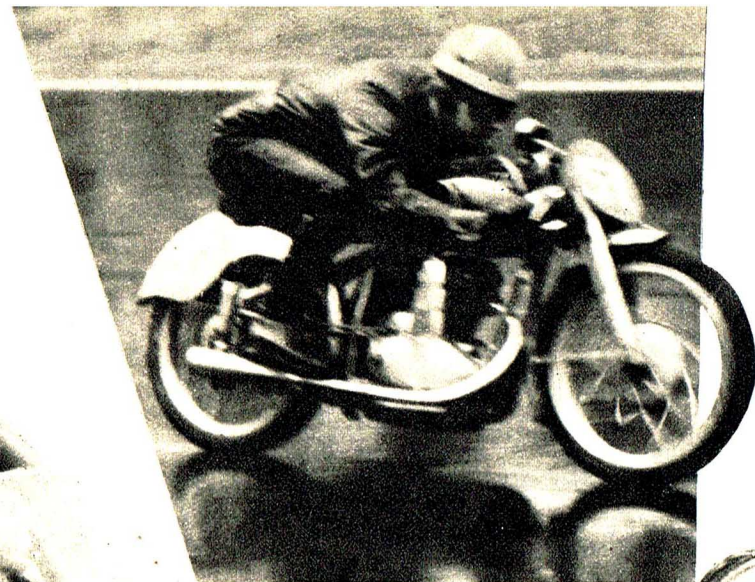
## AND AT MONTLHERY



A. G. Goodchild photo



Representing the many winning Castrol users in Sweden are (above) Olle Nygren (A.J.S.) and (top of page) S. Olsson (Mondial) two of the winners at the Swedish Grand Prix meeting at Hedemora.



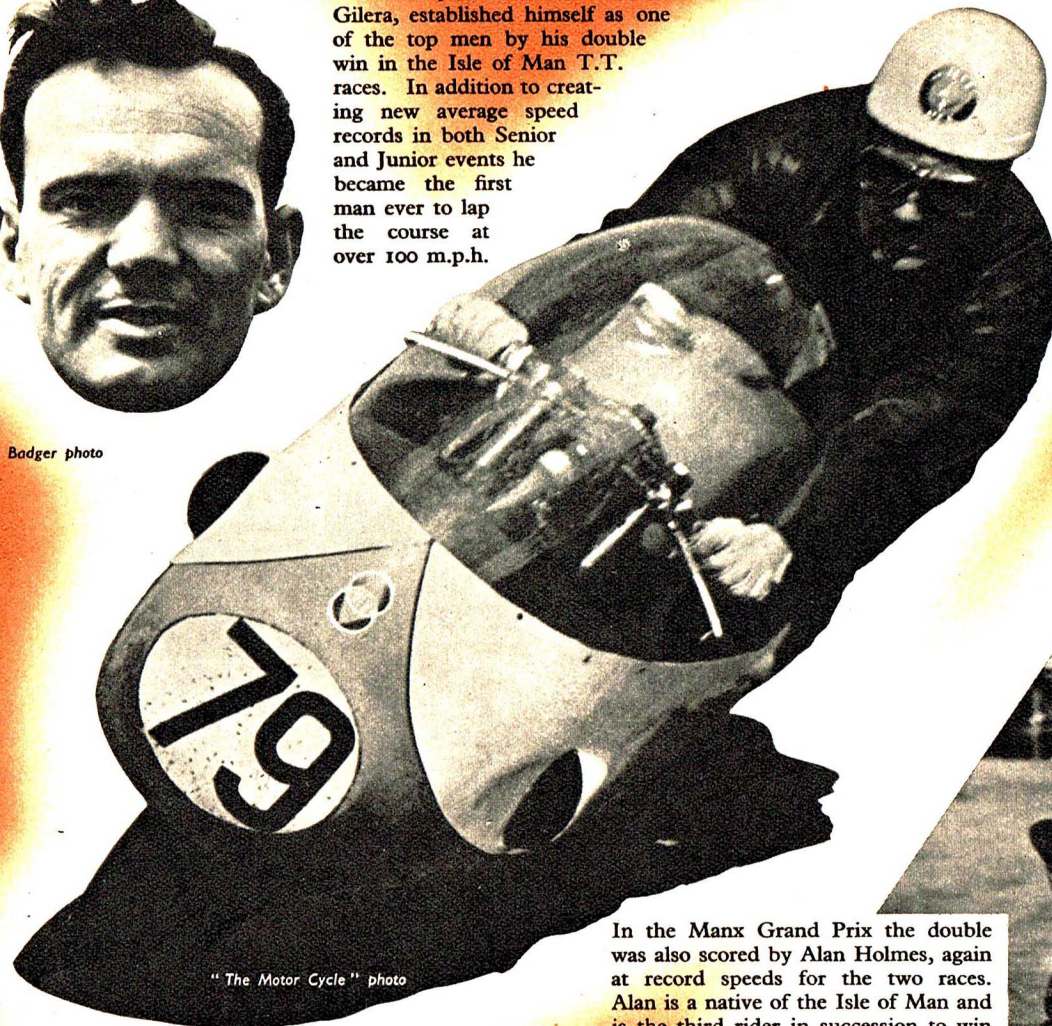
K. G. Jones photo

(Below) At Brands Hatch, Alan Trow overcame very strong opposition to win both the Farningham and Slazenger Trophies on his Castrol lubricated Norton. In the first of these races Alan shed a footrest and carried on with his boot on the exhaust pipe. Definitely a case of hot-foot for the finish.



M. Badger photo

Robert McGregor McIntyre, usually called Bob, in his first season with Gilera, established himself as one of the top men by his double win in the Isle of Man T.T. races. In addition to creating new average speed records in both Senior and Junior events he became the first man ever to lap the course at over 100 m.p.h.



"The Motor Cycle" photo

In the Manx Grand Prix the double was also scored by Alan Holmes, again at record speeds for the two races. Alan is a native of the Isle of Man and is the third rider in succession to win both Senior and Junior events.



## ISLE OF MAN WINNERS

# 1957

# CHAMPIONS

Consistently good performances during the year by R. M. Hopfen (Saab) gave him the title of European Touring Champion.

Every European Touring Championship has been won on Castrol, 1957 being the sixth year in succession.



"The Motor Cycle" photo



Studio-Wärner photo



Gordon Francis photo

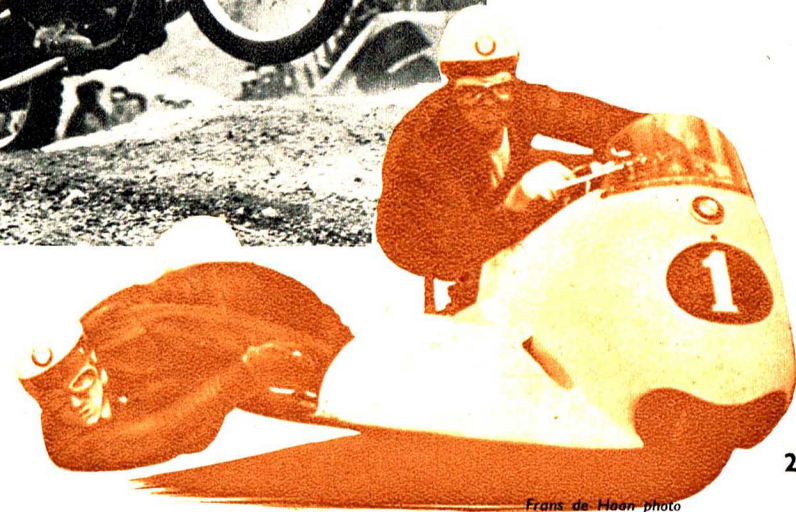
Fritz Hillebrand (B.M.W.) was already acclaimed World Sidecar Champion when his tragic death occurred whilst practising in Spain during August. His brilliant performances clinched the Manufacturers' Sidecar Championship for B.M.W.



To World 500 c.c. Champion Libero Liberati, goes most of the credit for the 350 c.c. and 500 c.c. Manufacturers' Championships awarded to Gilera.

European Ladies' Touring Champion for 1956 and 1957, Nancy Mitchell (M.G.) is seen here with some of her trophies.

Victories in Sweden, Italy and Holland helped Bill Nilsson the Swedish A.J.S. rider to win the European Moto-Cross Championship. Like the previous year's winner, Nilsson relied on Castrol.

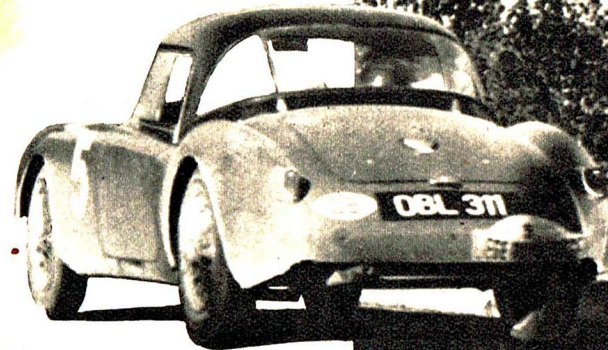


Frans de Haan photo



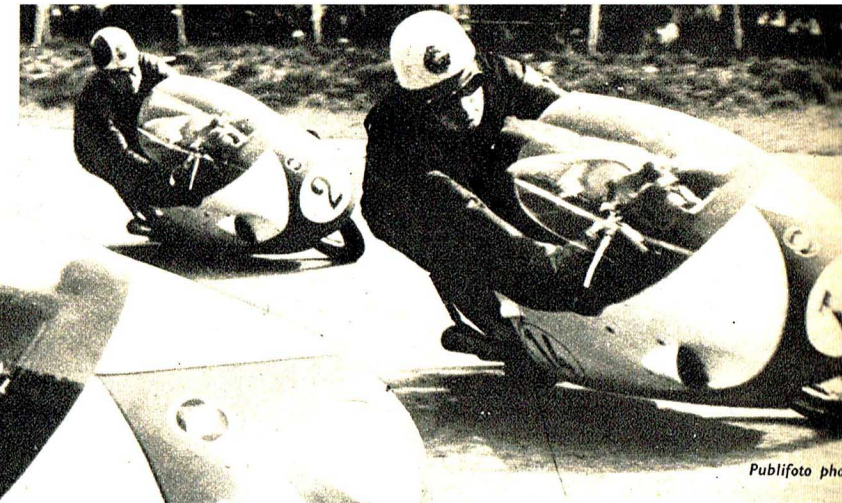
## LIEGE - ROME - LIEGE

The toughest of all European Rallies, the Liège-Rome-Liège covers 3000 miles of every kind of road in the book. The team award went to Triumphs driven by French, Dutch and Belgian drivers into 3rd, 5th and 9th places. Best of these were Consten and Pichon who put up the best performance in a British car. They are pictured above negotiating the Giau Pass in the Marmolada group of the Italian Dolomites. Another grand performance by a Castrol lubricated British car was the M.G.A. of Nancy Mitchell and Joan Johns (right) who won the Coupe des Dames.



John Ross photo

Bob McIntyre who went on to win the 350 race is here leading his great rival Liberati.

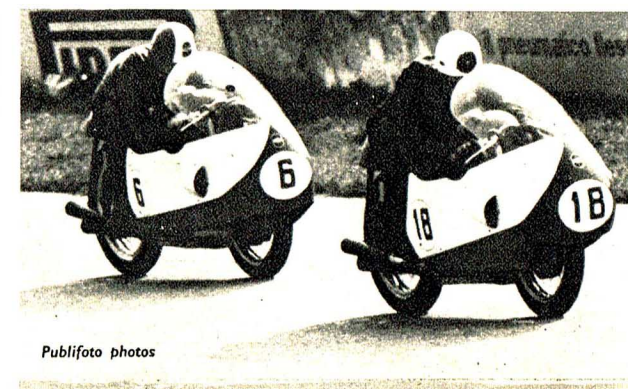


Publifoto photo

In the 500 c.c. race at Monza, Liberati made no mistake and by winning it he clinched the Senior World Championship.

Keystone photo

## GRAND PRIX DES NATIONS

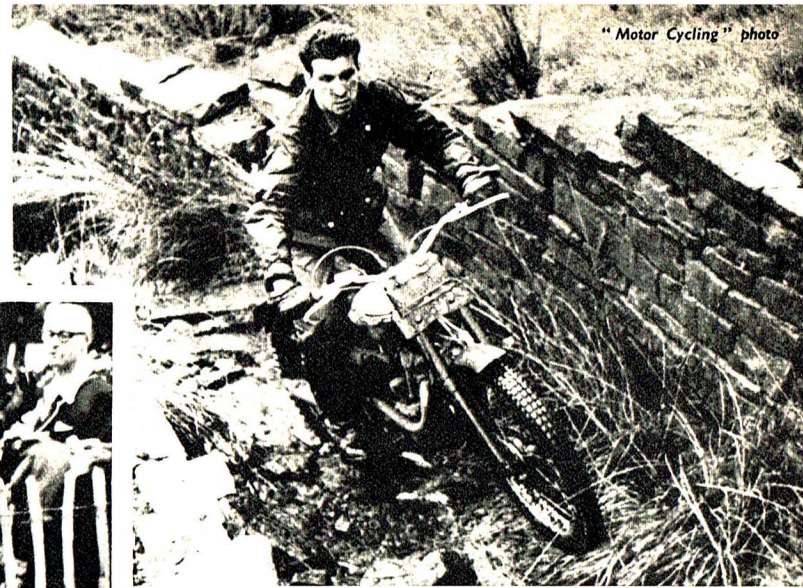


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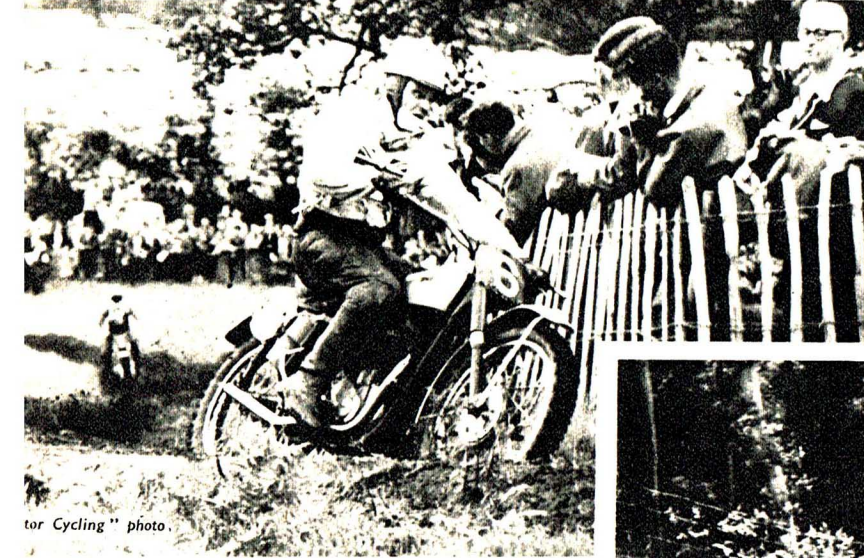
On the left it is mostly Milani! First Albino and his brother Rossano winning the sidecar race and next Alfredo Milani tailing Geoff. Duke in the 500 c.c. event in which Geoff. was second to Liberati and Alfredo Milani was third. The Grand Prix des Nations was certainly a great day for Gilera, and for Castrol too!

# TRIALS AND SCRAMBLES

In the Red Rose Trial, Triumph rider R. Peplow (right) was 1st in the 250 c.c. class but was narrowly beaten by Johnny Brittain for Best Performance. Peplow also gained an award in the Welsh One Day Trial.

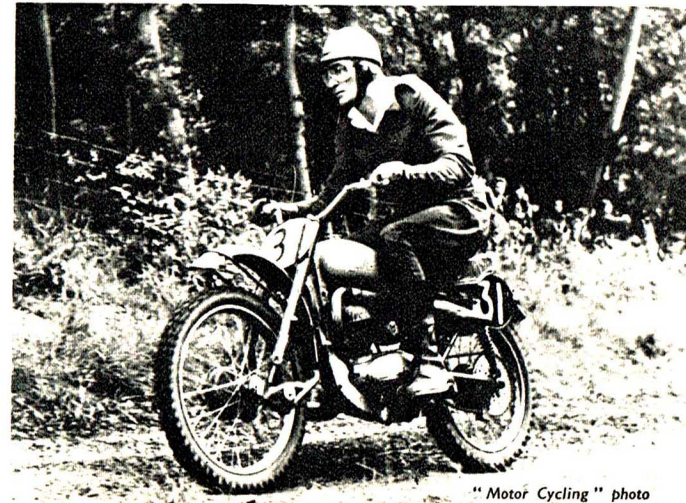


"Motor Cycling" photo



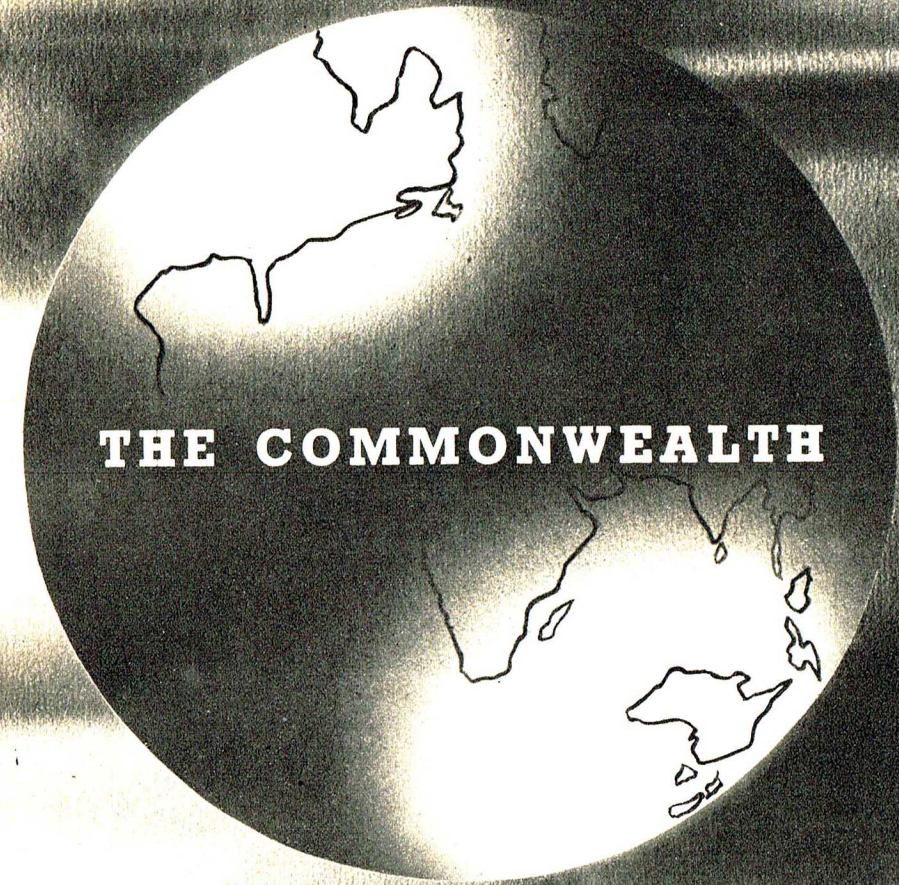
"Motor Cycling" photo.

Watched by a 36,000 crowd at Hawkstone Park, Jeff Smith (above) on his Castrol lubricated B.S.A. beat last year's winner Les Archer into second place to win the Moto-Cross Grand Prix of Great Britain.



"Motor Cycling" photo

Brian Stonebridge takes on all comers on his Greeves Lightweight and usually finishes among the winners. Here he is seen capturing the 250 c.c. award at the Experts Grand National Meeting.



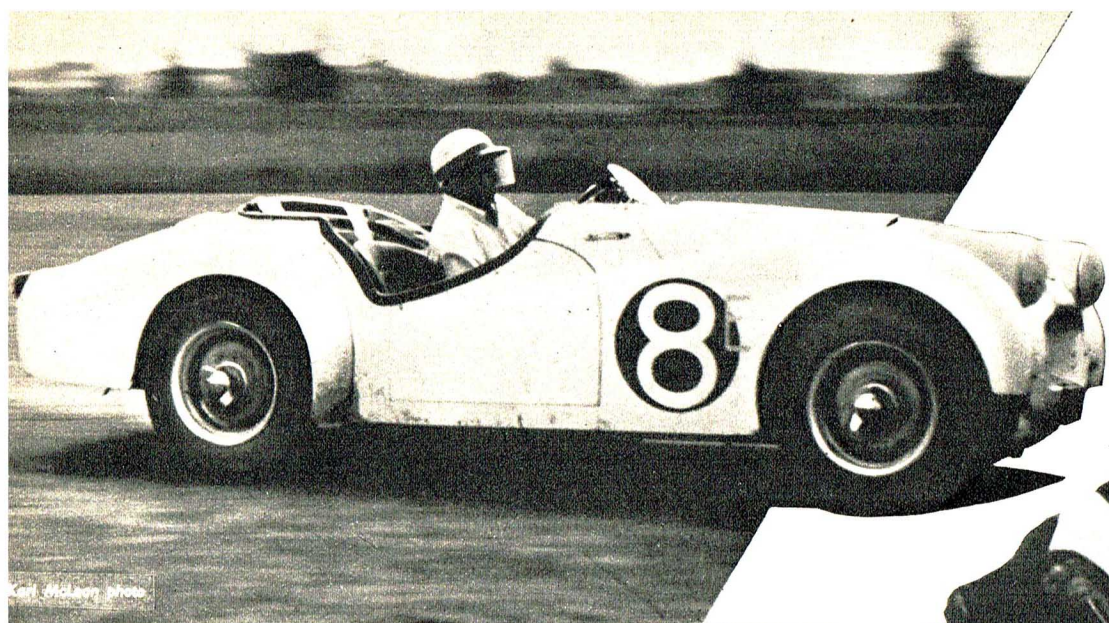
## THE COMMONWEALTH

Interest in motor sport in the Commonwealth continues to grow. The geographical disposition of the Commonwealth countries provides a year-round programme and advantage is taken of this by many of the top men. Typical of the 1957 globe-trotters were the Hinton Brothers and Roy Murphy from "down under" who gave a very good account of themselves in Britain, and Geoff. Duke who made a successful tour of South Africa. Such interchanges of the stars are a stimulus to the sport and will undoubtedly become even more widespread in future years.

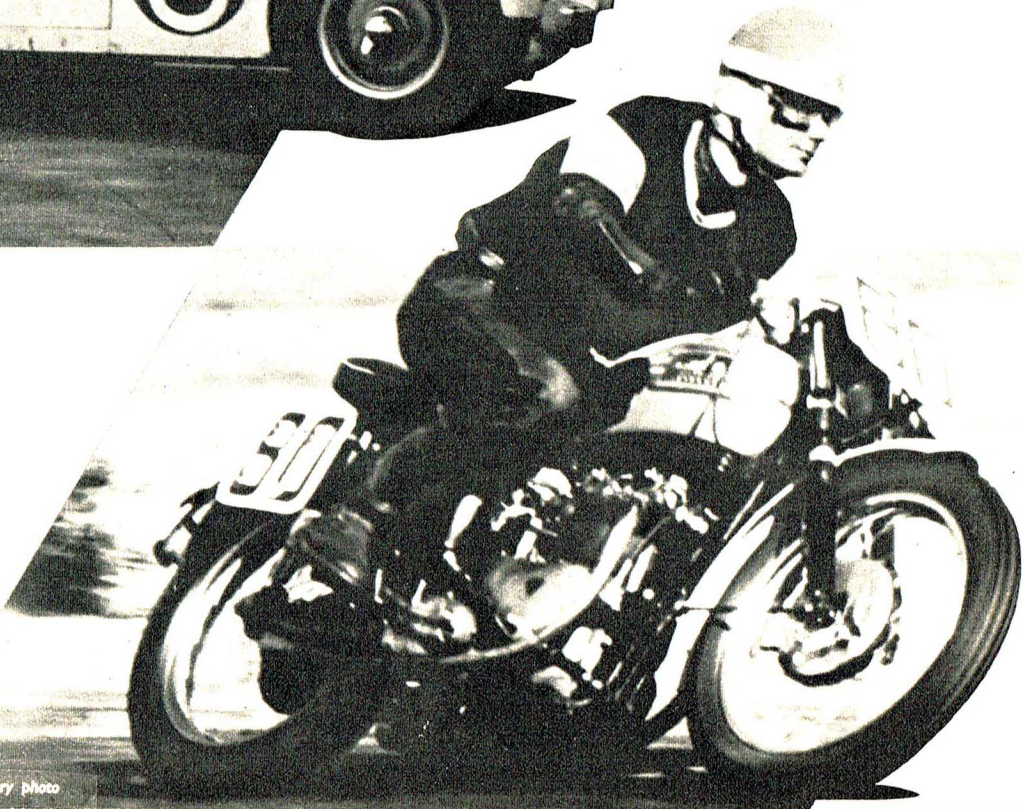


# CANADA

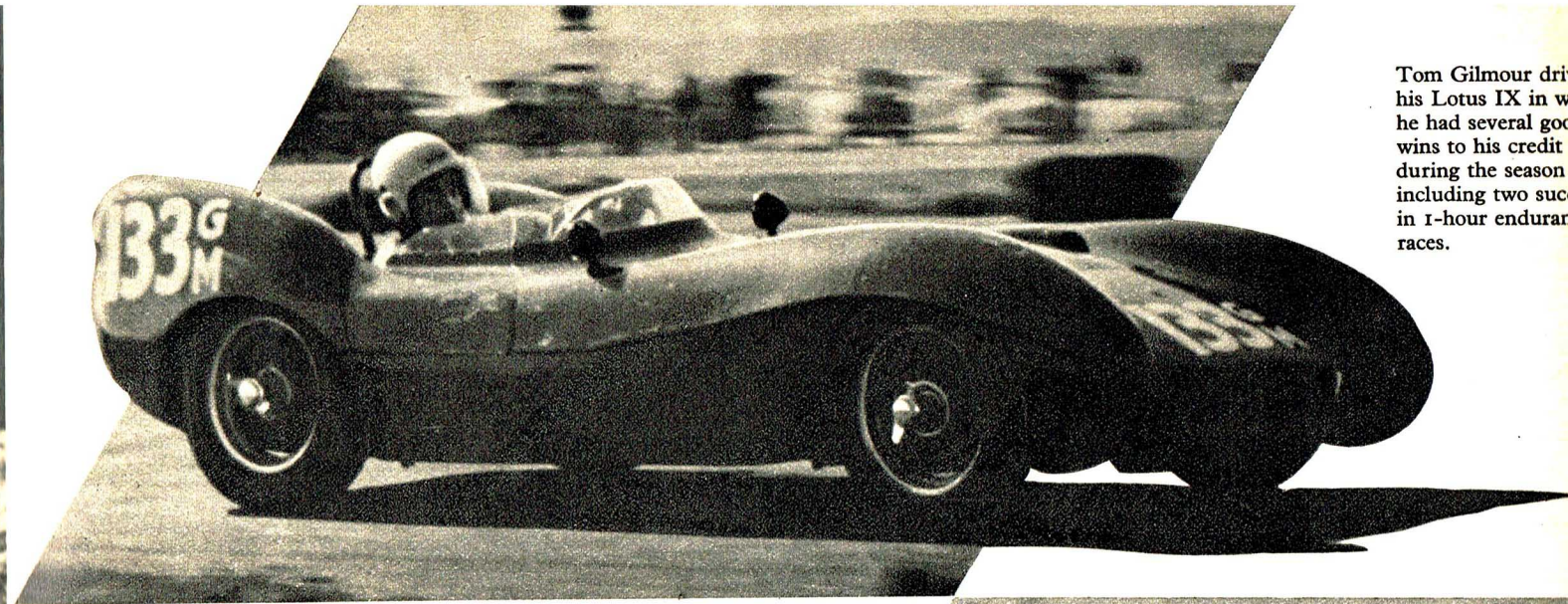
In the 1500-2000 c.c. race at Harewood Acres on June 8th, it was 1st, 2nd and 3rd for Triumph T.R.3s and for Castrol. Here is Fred Hayes, the winner.



The 1957 Canadian National Road Race Champion, Don Haddow, on his 500 c.c. Triumph T 100R at the Indian Summer Trophy Races at Harewood Acres, Ontario.

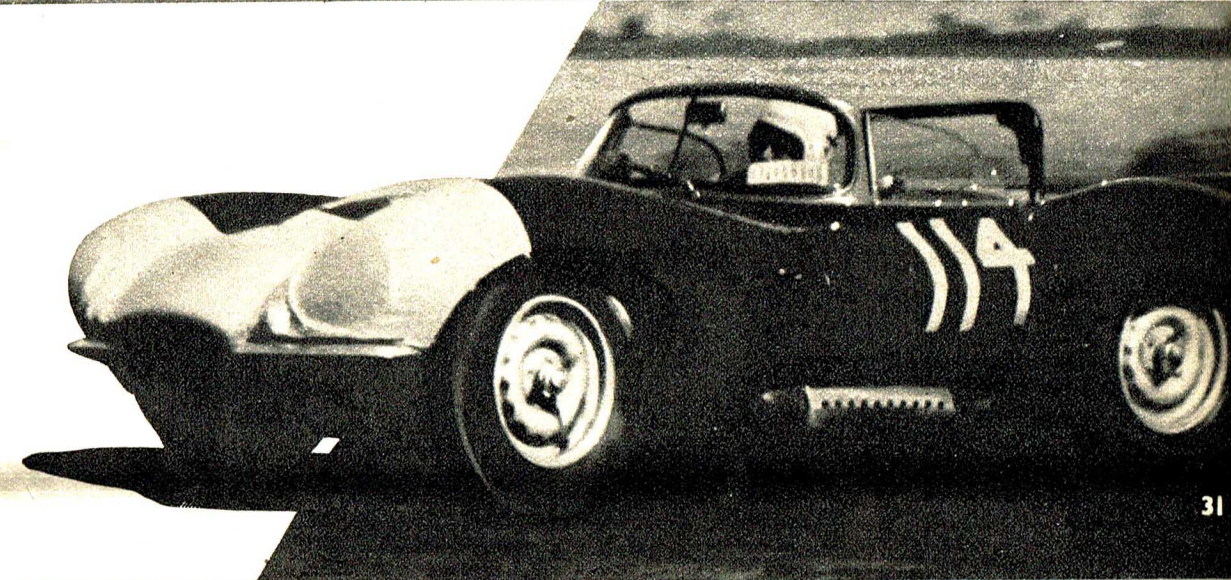


E. Harry photo



Tom Gilmour drove his Lotus IX in which he had several good wins to his credit during the season including two successes in 1-hour endurance races.

Stan McRoberts of Montreal drove his Jaguar XKSS to victory for the British Empire Motor Club Indian Summer Trophy at Harewood Acres. Like Tom Gilmour, Stan is a Castrol user.

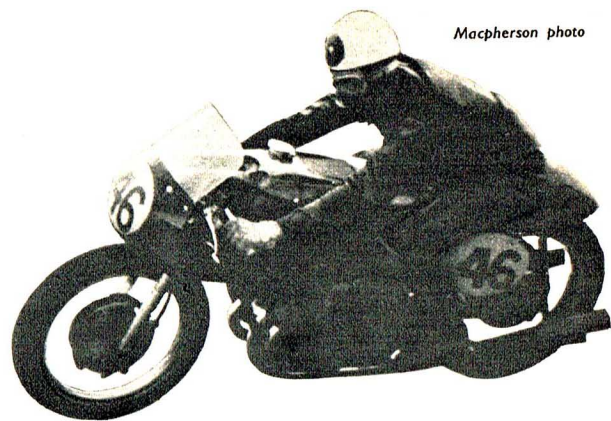
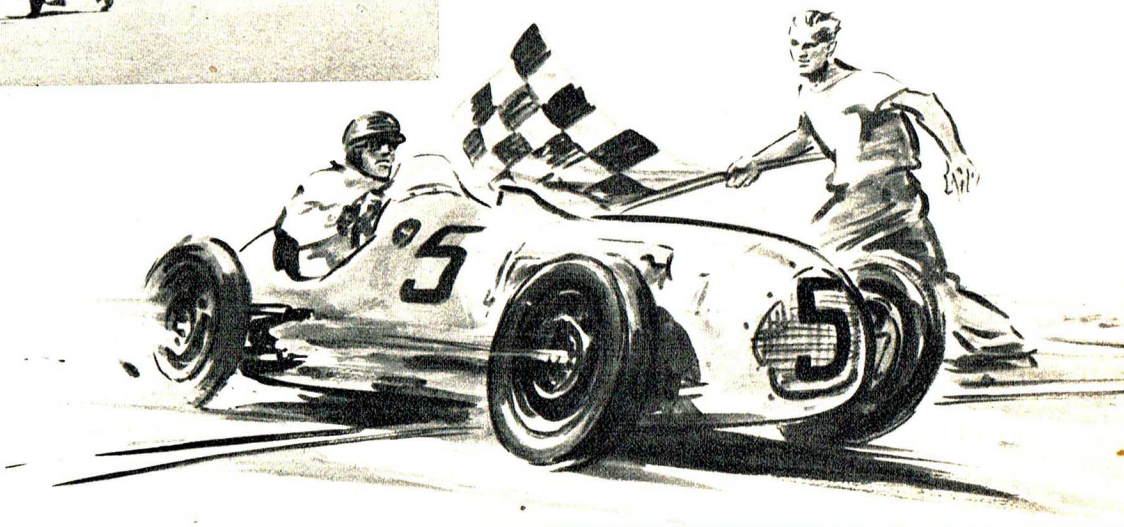


# SOUTH AFRICA



Honeyman photo

On New Year's Day, D. E. Jennings, favourite of South African motor racing fans, demonstrated the agelessness of his silver Riley Special by winning the False Bay '100' in it for the third year in succession. Castrol users filled first three places in both the scratch and handicap races. The handicap winner was R. A. W. Turner who, at the same meeting was also successful in the Production and Sports Car Handicap Race. His Austin-Healey is No. 4 in this spectacular picture of the 'Le Mans' start to the race.

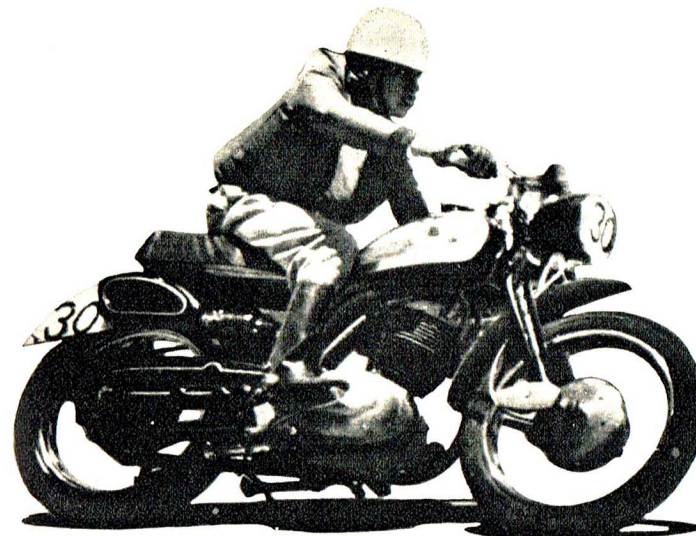


Macpherson photo

Geoff. Duke, Gilera, who sets an example to all would-be champions by using Castrol, made a visit to South Africa during the early months of the year. Although naturally unfamiliar with the tracks and roads over which he raced, Geoff. notched up quite a few firsts during his trip. He was very popular with the crowd who flocked to see his battles with their own idol, Castellani.

# CEYLON

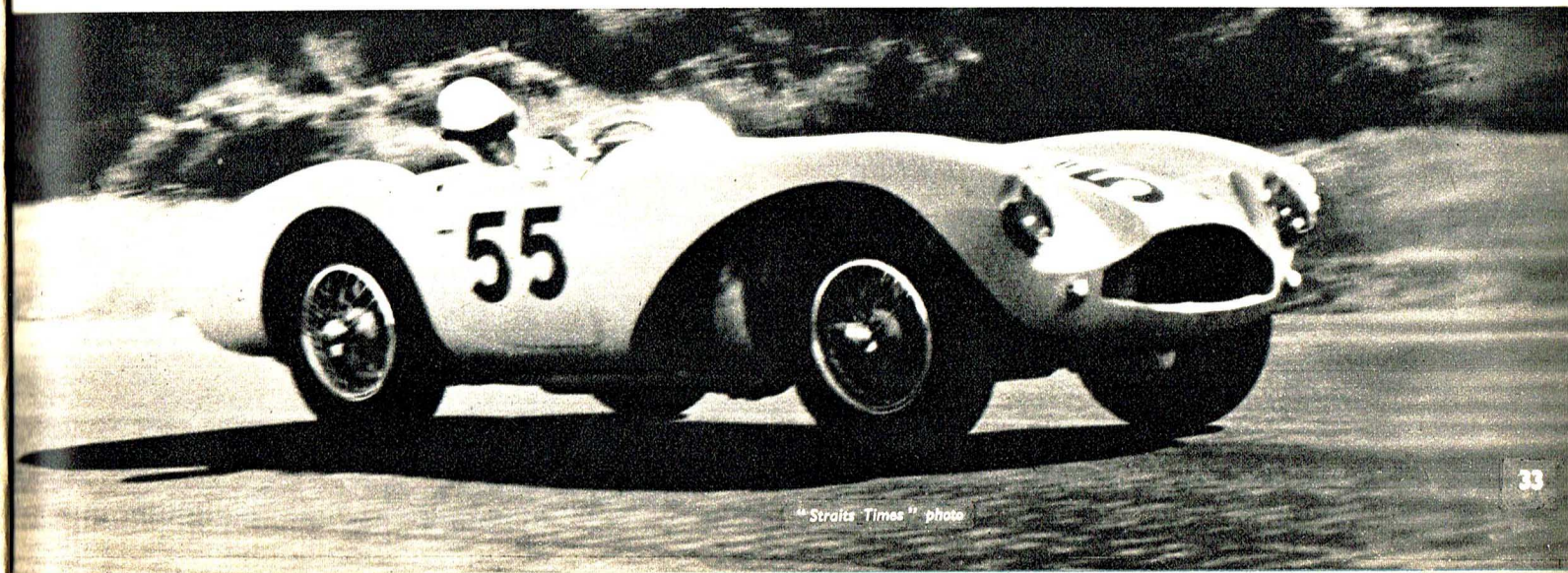
Motor sport enthusiasts get a full and varied day's racing at the meetings organised by the Ceylon Motor Cycle Club. A mixed programme of car and motor cycle races is provided and although the participants may not be internationally famous, their enthusiasm, like that of the spectators, is immense. Rajah Sinnathuray (*left*) who won the 250 c.c. event at the Katukurunda meeting on his N.S.U. is just one of the many successful Castrol users at Ceylon race meetings.



"Times of Ceylon" photo

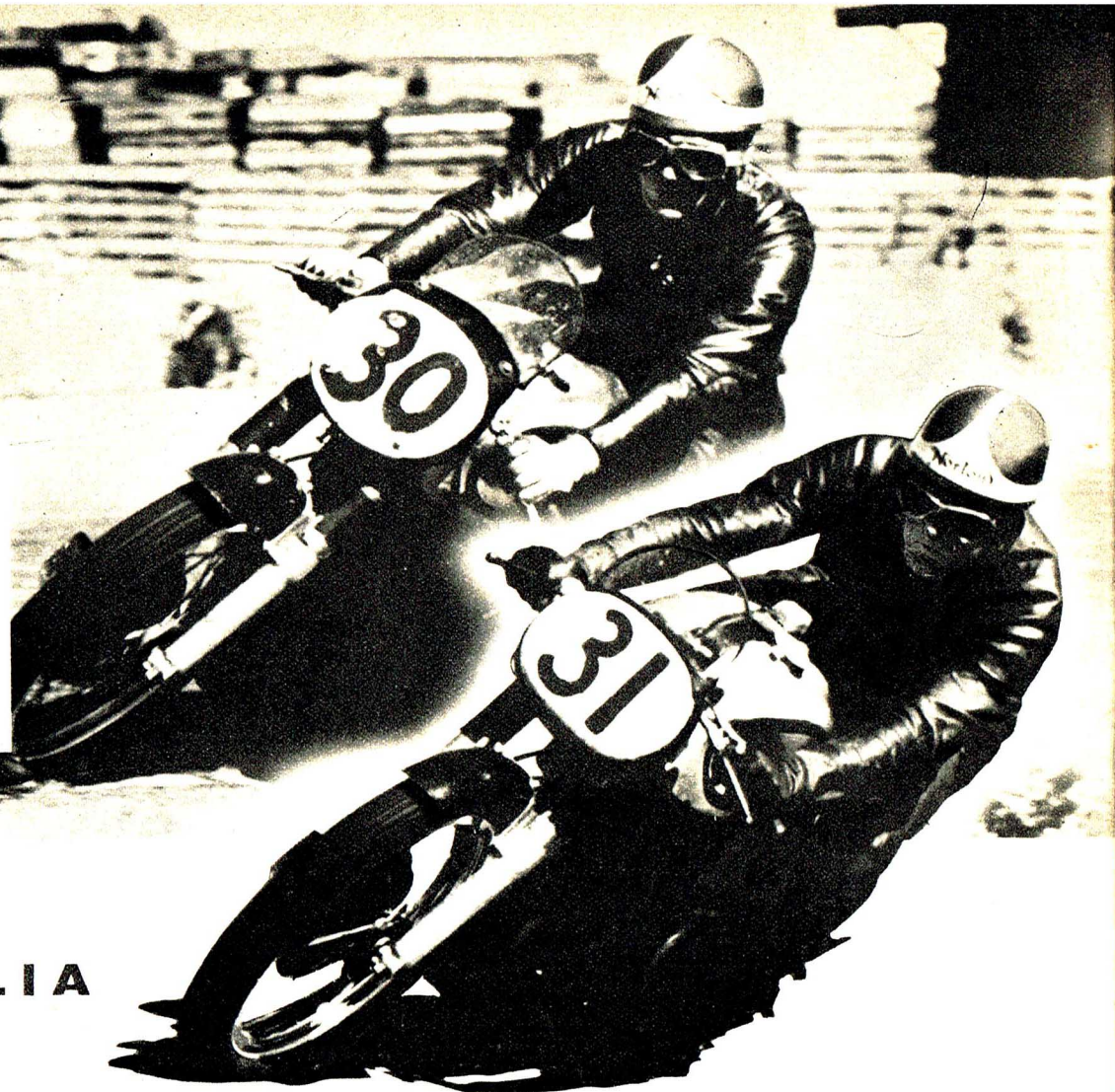
# SINGAPORE

In his Aston Martin DB3-S, Chan Lye Choon, a Singapore car importer, won in splendid style at Changi. He is one of the leading racing drivers in Malaya and has won numerous events throughout the country in Aston Martin, DKW and Cooper cars.



"Straits Times" photo

The name of Hinton needs no introduction in Australian Motor cycling circles. Twenty five or thirty years ago it was Harry Hinton, nowadays it is his two sons Eric (left) and Harry Jnr. (right). They started 1957 well by sharing honours at Ballarat on January 1st, Eric winning the Senior G.P. road race and his brother winning the Junior event. They also had similar successes at Fishermen's Bend, Melbourne in February. Later in the year they visited Britain to compete in the Isle of Man T.T. races.



## AUSTRALIA

On top down under! Jack Forrest demonstrated his superiority at Bandiana, Victoria in January by winning both the Lightweight and Senior Grand Prix races. Castrol users came first in no less than eleven races at this meeting.

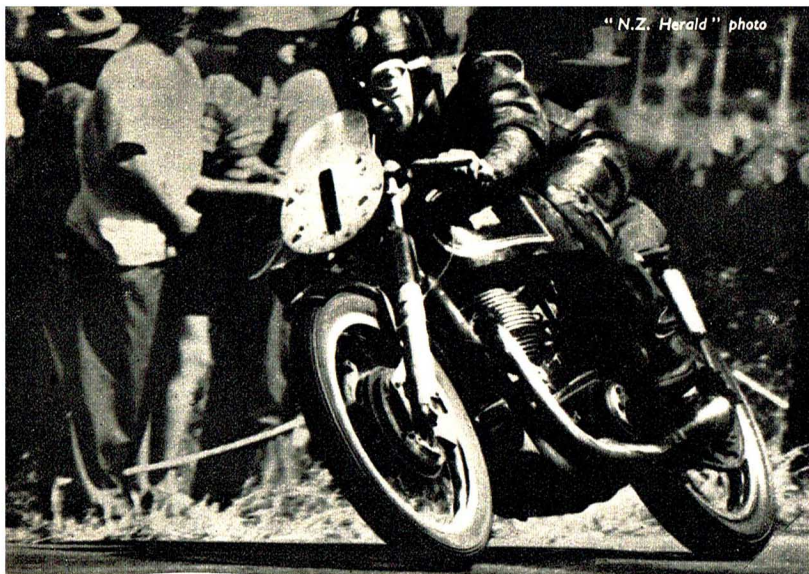
"Victorian and Australian Motor Cycle" photo

"Three threes are fine!" says Australian rider Jack Ahearn. The three threes being his trio of trebles when he won the Senior, Junior and Lightweight honours in the N.S.W. T.T., the Bathurst T.T. at Mount Panorama and the Blue Mountains G.P. Jack rides Nortons in Senior and Junior events and N.S.U. in the Lightweight class.



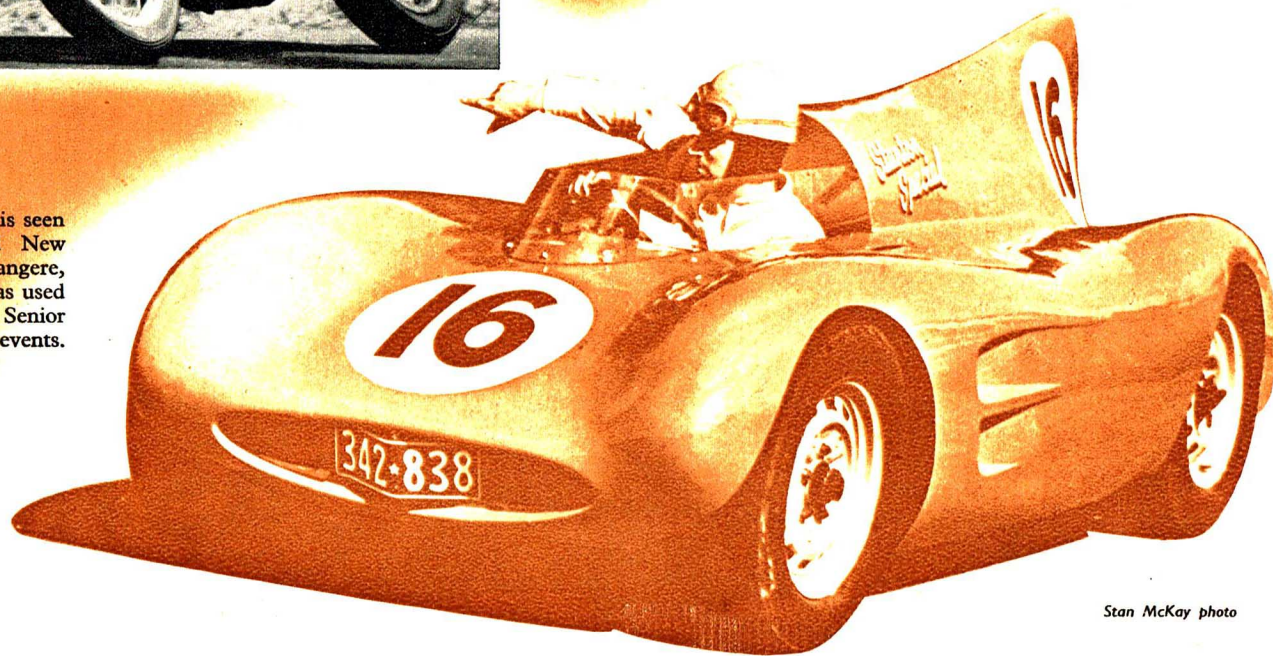
Few motor cyclists can have laid better claim to the title of All-rounder than Keith Cox (below). He is well known in Australia as a track, road and scrambles rider as well as being a speedway international. He is seen here winning a Senior Championship scramble in Brisbane in April. He was also runner up in the Australian Junior Scrambles Championship to C. Stewart, another Castrol user.

"N.Z. Herald" photo

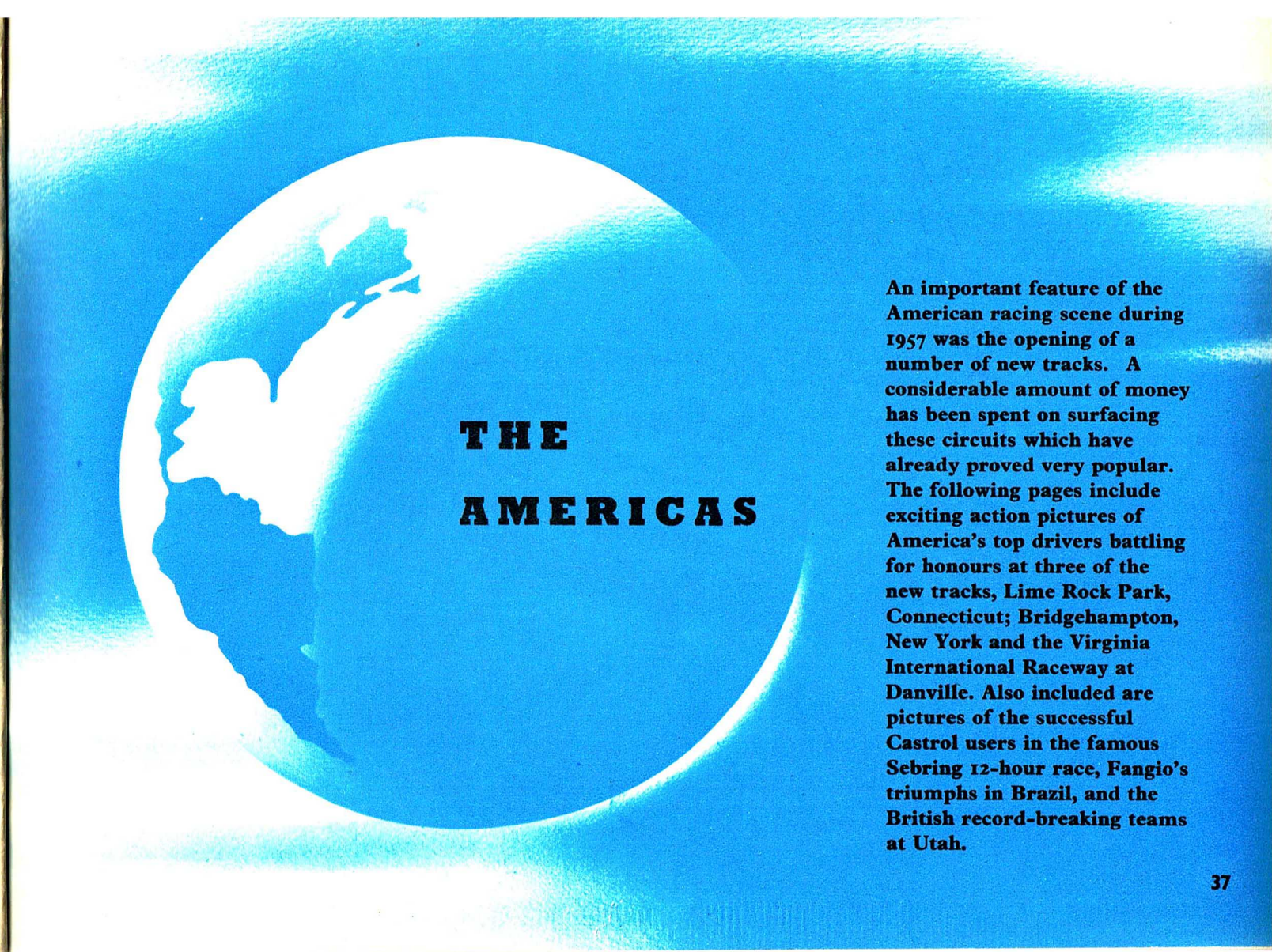


G. A. Murphy (*above*) is seen here winning the 23rd New Zealand Senior T.T. at Mangere, Auckland where Castrol was used by the first three in both Senior and Junior events.

The Stanton Special which is powered by a Castrol lubricated D.H. Gypsy Major aero engine, recently broke the New Zealand kilometre record with a speed of 168.6 miles an hour. The driver was Christchurch motor engineer Maurice Stanton who, with his brother Charles, built the car which has a fibreglass body. It is expected that the Stanton Special will give a good account of itself in New Zealand road races during 1958.



Stan McKay photo

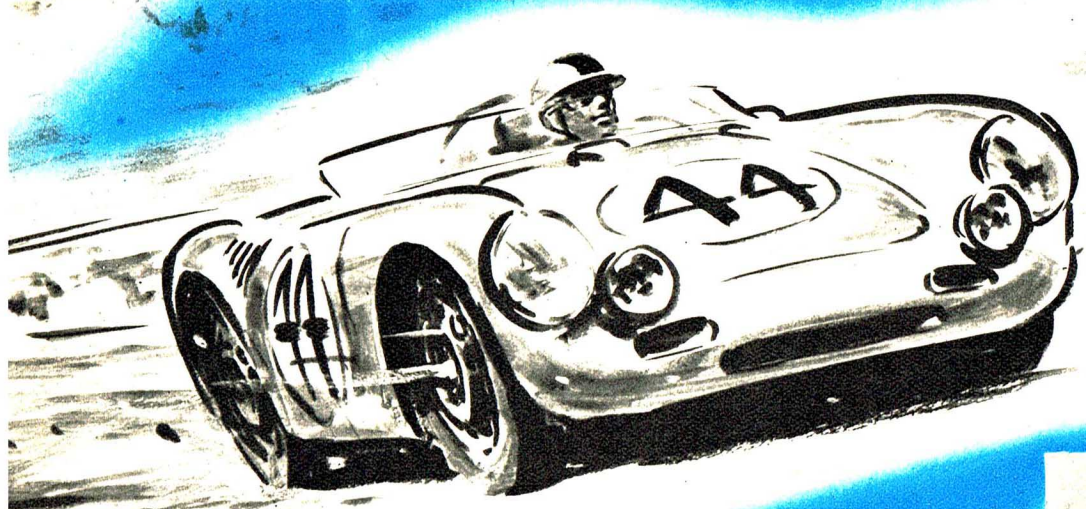


## THE AMERICAS

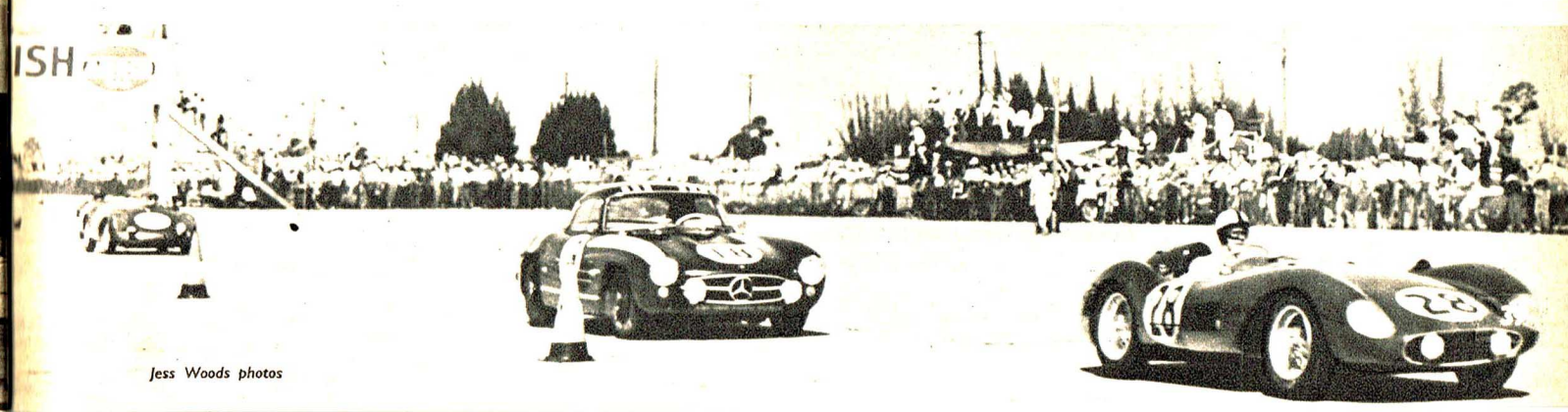
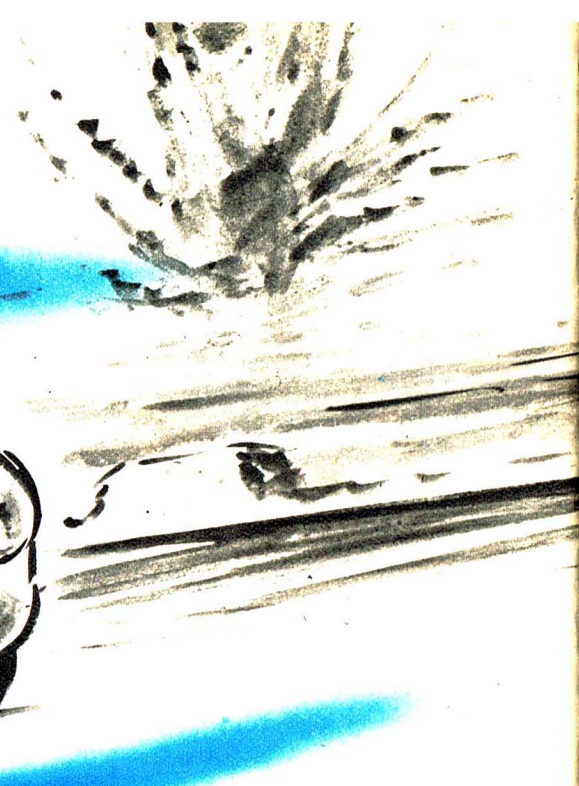
An important feature of the American racing scene during 1957 was the opening of a number of new tracks. A considerable amount of money has been spent on surfacing these circuits which have already proved very popular. The following pages include exciting action pictures of America's top drivers battling for honours at three of the new tracks, Lime Rock Park, Connecticut; Bridgehampton, New York and the Virginia International Raceway at Danville. Also included are pictures of the successful Castrol users in the famous Sebring 12-hour race, Fangio's triumphs in Brazil, and the British record-breaking teams at Utah.

# SEBRING

The Florida International 12 hour Grand Prix of Endurance has grown to become one of the world's major international sports car races and attracts top drivers from many countries. In the 1957 event, Castrol users were, as usual, well to the fore when the prizes were handed out. They captured the first three Index of Performance places, no less than 9 of the 12 class winning awards and the team prize which went to the popular M.G.s.

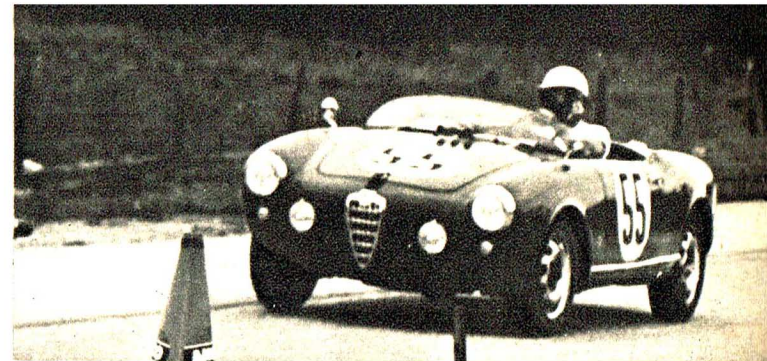


Heroes of the day were Art Bunker and Charles Wallace in their 1498 c.c. Porsche (*above*) which covered 962 miles to win the Index of Performance award. They finished in front of cars with twice the engine capacity of the Porsche and created a record for the event for any car under 3 litres!

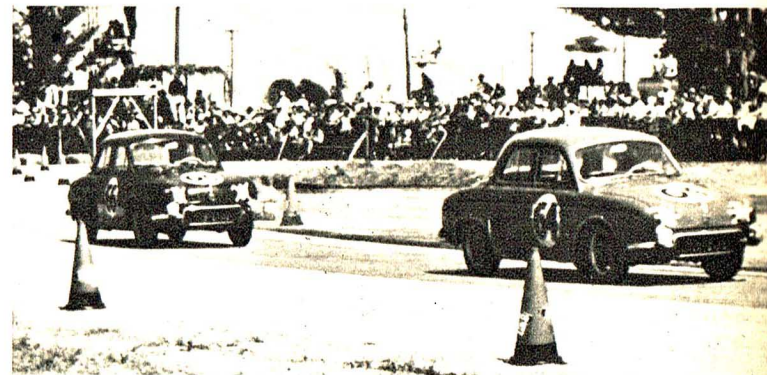


Jess Woods photos

(*Top right*) Kaplan and Rainville (Alfa-Romeo) won a touring category class and are here seen trailing the Briggs Cunningham/Lloyd Ferrari.



(*Centre right*) Touring Class winners were Michy and Foulgoc, members of the Renault works team seen here leading the Renault team of Frere and Lucas.



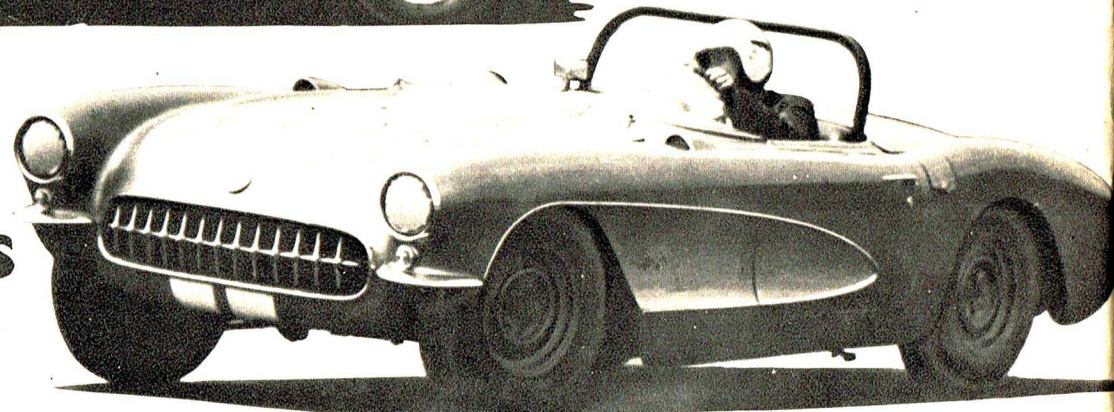
(*Bottom right*) The Hively/Ginther/Morton Ferrari at the start of the race, followed by a larger Mercedes which the Ferrari was to lap eighteen times before the race ended.

(*Bottom left*) Third in the Index of Performance and first in their class were Chapman, Sheppard and Dungan in their Lotus.

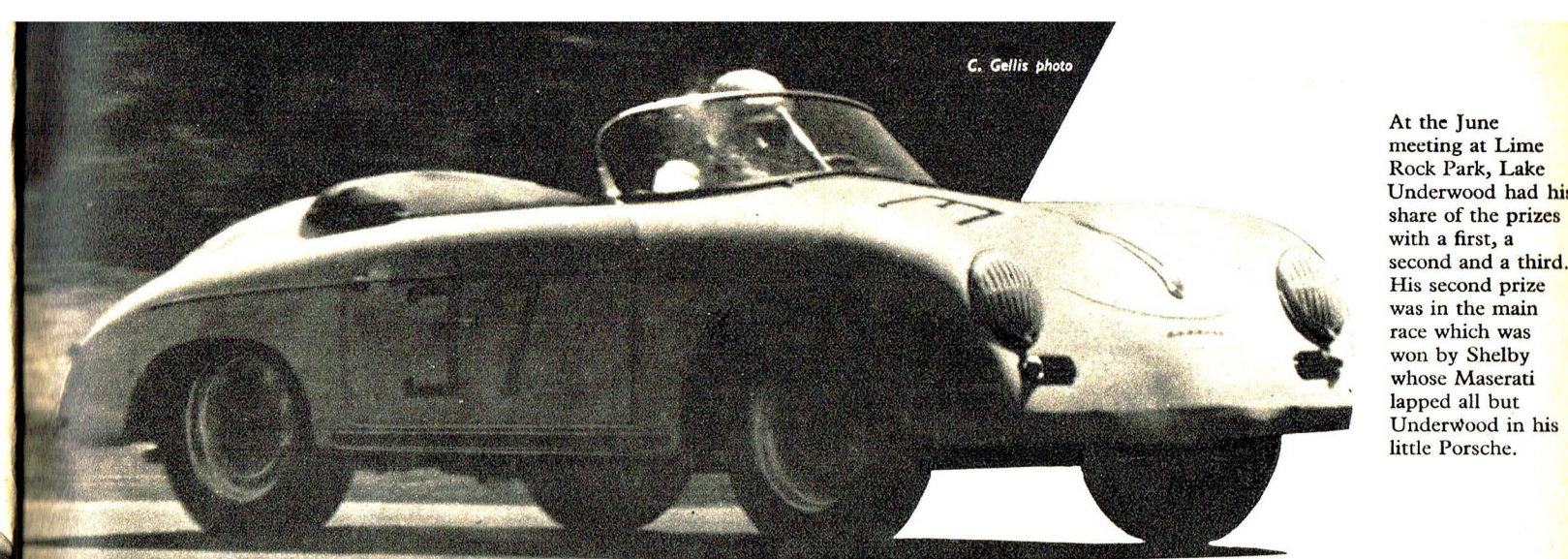
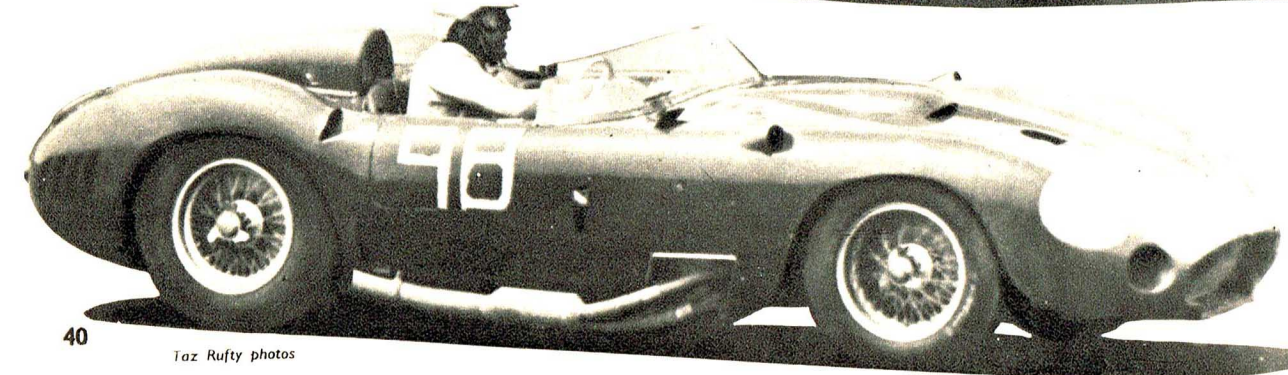


*Left, a British car, the ever-popular Jaguar, was also among the winners at Danville. It was driven by Jim Robinson who won the preliminary race for Class C cars and was runner-up in the final to another British car, an Aston Martin which was also using Castrol.*

*Below, in the race for Production Classes B, C and D at the Danville meeting, Doctor Richard Thompson captured the Overall award in his Chevrolet Corvette.*



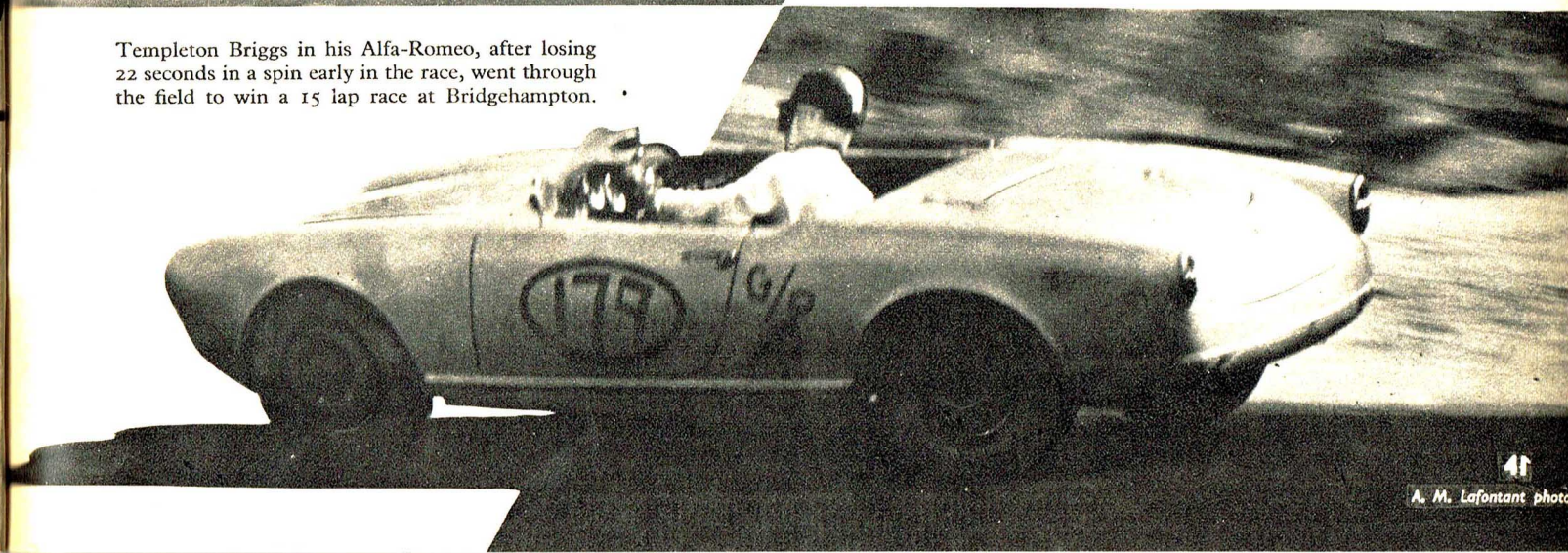
*Left, Carroll Shelby, America's top sports car driver was Overall Winner of the main event at the inaugural meeting at Danville. Here he is seen in his usual confident style in his Maserati 450S. Shelby also had a good win at another new track, Lime Rock Park.*

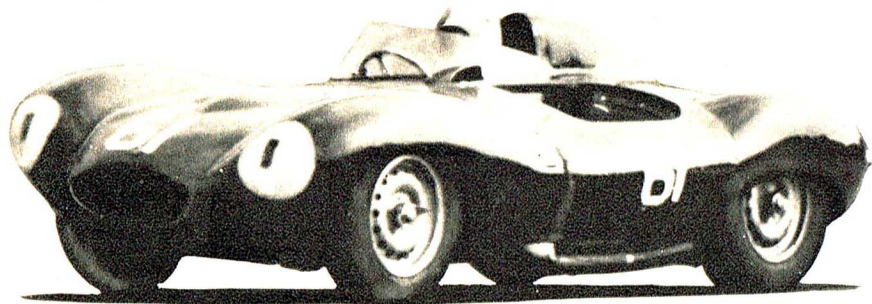


C. Gellis photo

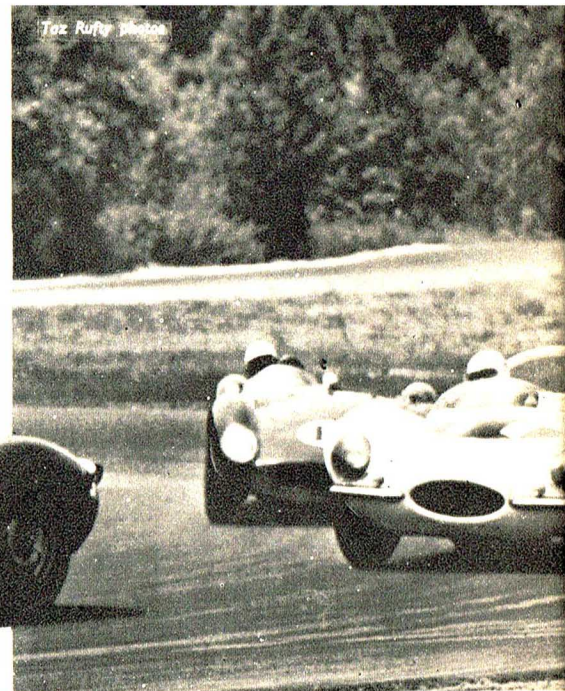
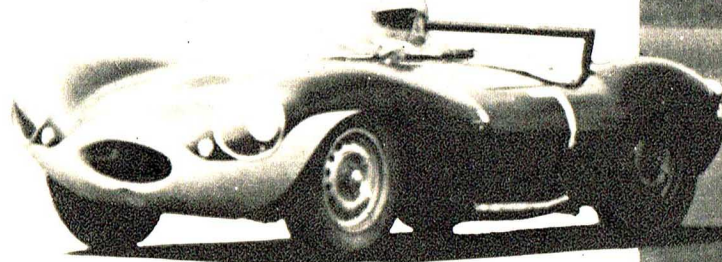
*At the June meeting at Lime Rock Park, Lake Underwood had his share of the prizes with a first, a second and a third. His second prize was in the main race which was won by Shelby whose Maserati lapped all but Underwood in his little Porsche.*

*Templeton Briggs in his Alfa-Romeo, after losing 22 seconds in a spin early in the race, went through the field to win a 15 lap race at Bridgehampton.*

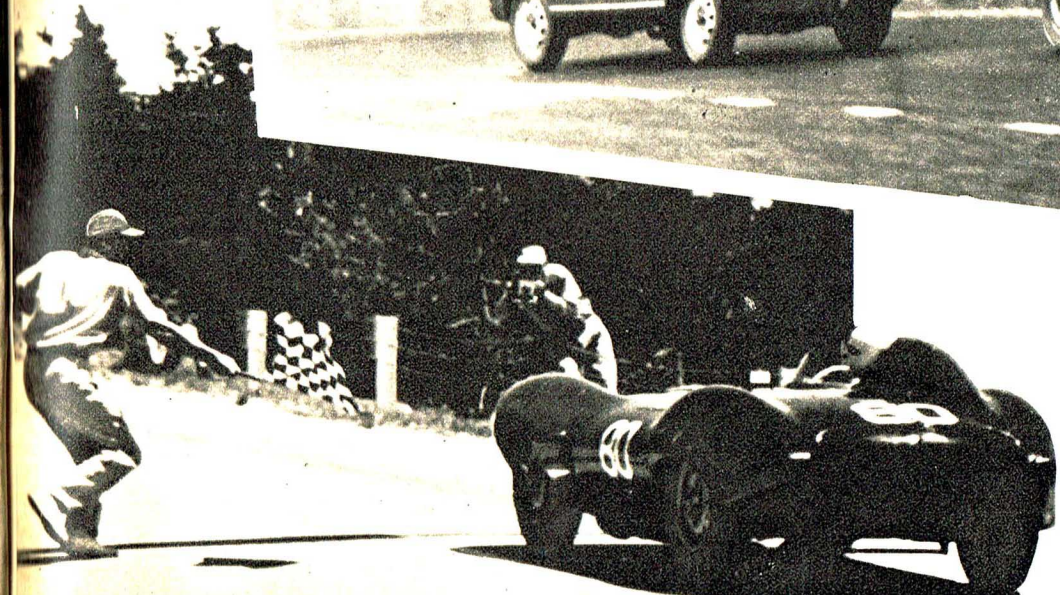
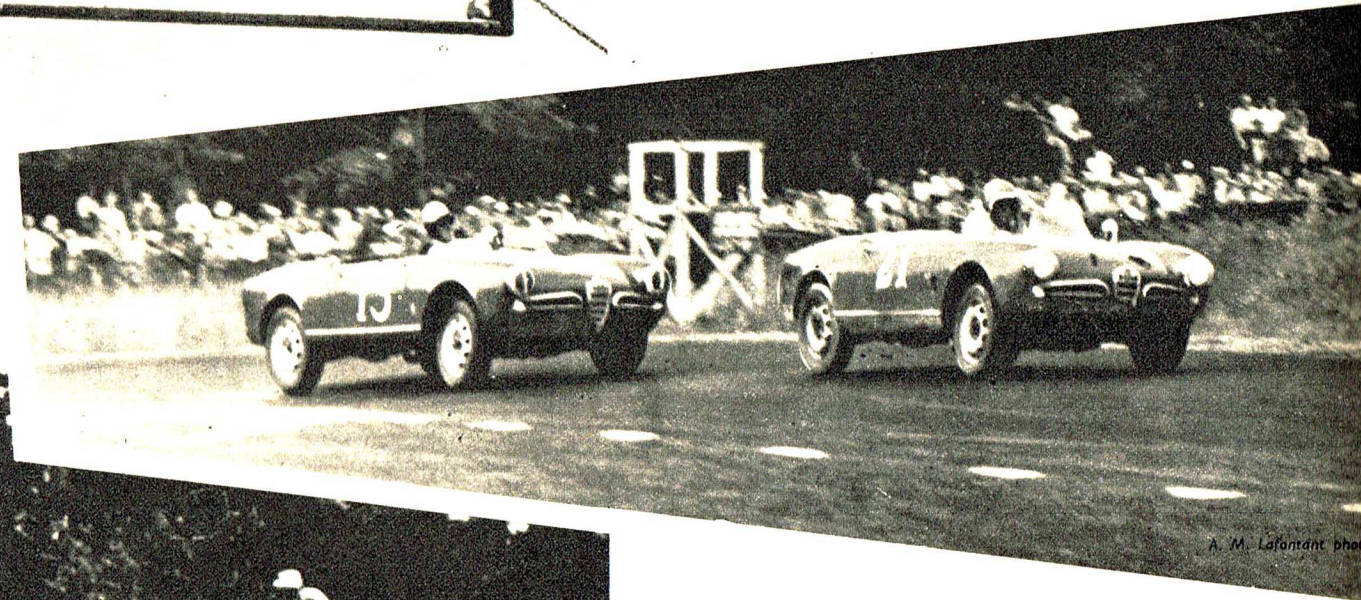
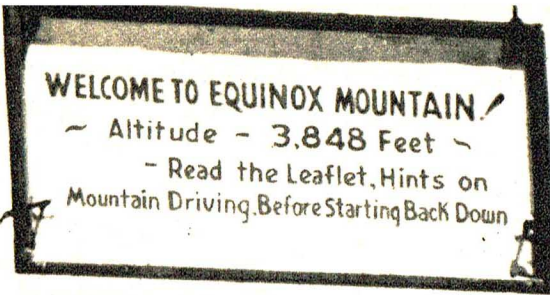




In the Lavender Hill Mob Trophy at Marlborough, Maryland, Walt Hansgen (Jaguar) was the winner (above). Second was another Jaguar, driven by Dick Kessler (car No. 7) who is seen leading Dr. Richard Thompson in No. 11. At the same meeting, Bob Holbert (below) won the Lord Baltimore Trophy from Chas. Wallace (both in Porsches).

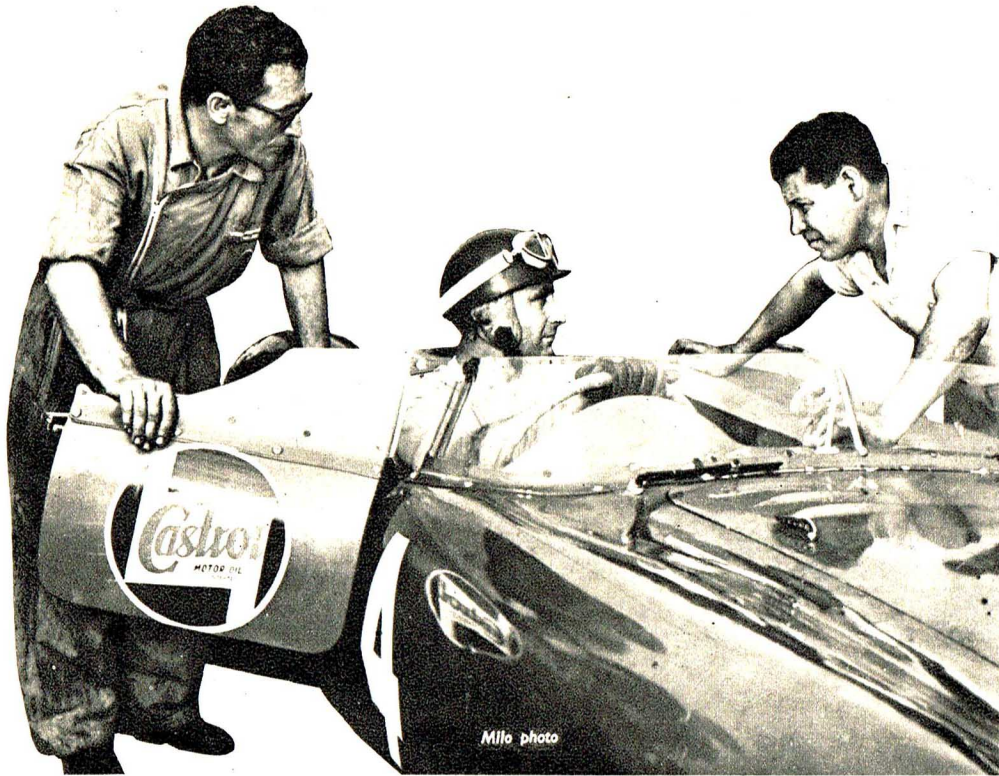


In September Californian Ed Kretz won the 75 mile Tobacco Trail Classic Road Race at Marlborough on his Triumph T.110.



Over to Watkins Glen for a shot of Ed Hugus, the winner of the Chieftain's Trophy as he edges up on Allan Markelson who came second in the event. Both these drivers rely on Castrol for their Alfas.

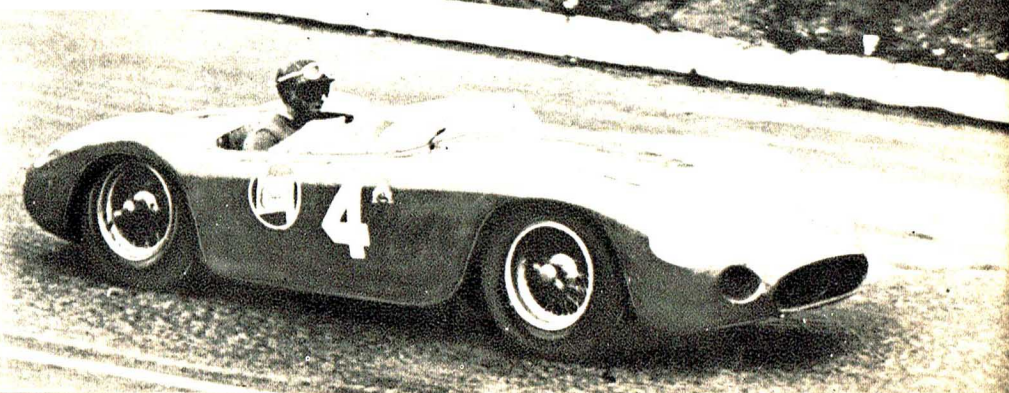
Harry Carter in an Auto-Engineering D type Jaguar breaks the record for the Mount Equinox Climb by 11 seconds. We presume that he read the warning notice before making the return trip!



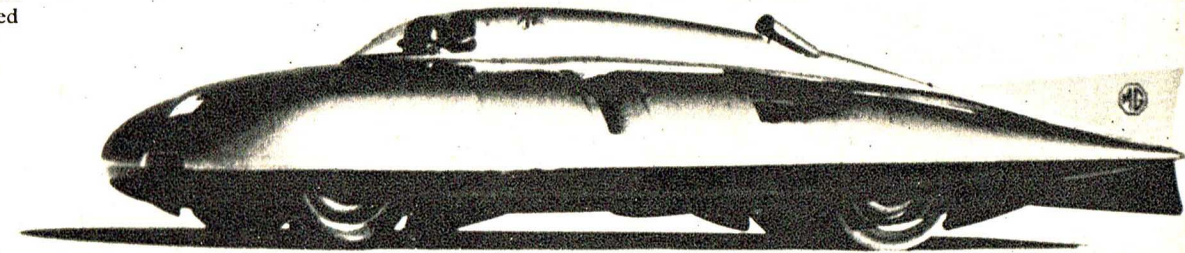
## FANGIO IN WINNING FORM



Rounding off a most successful season, World Champion driver Juan Fangio won the Grand Prix of Sao Paulo on Castrol, the oil of his choice. He is seen here with his mechanics before the race and (right) speeding past some of the admiring spectators.



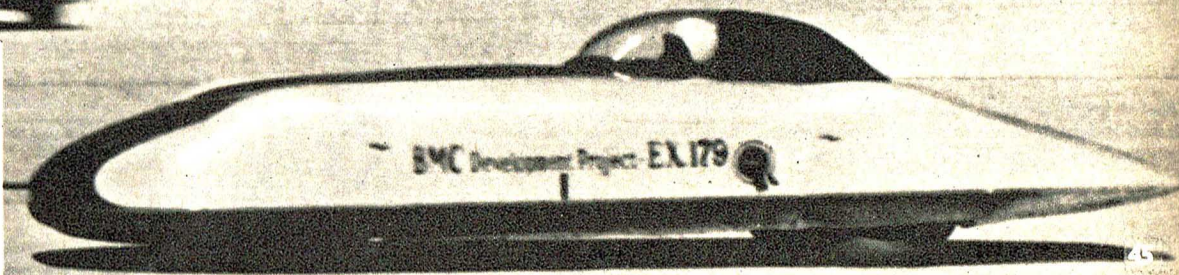
The breaking of International Land Speed Records at Utah by Castrol lubricated cars is now almost an annual event. This 1½ litre M.G. captured five International Class F records between 1 and 10 kilometres.



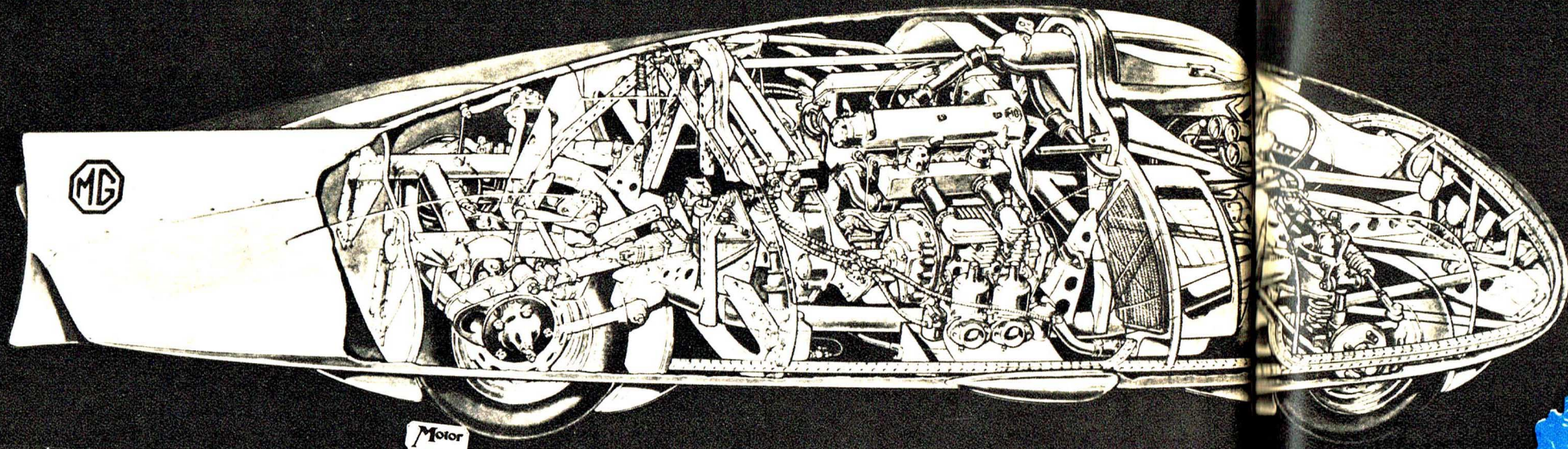
## M.G. AND B.M.C. RECORDS AT UTAH



The B.M.C. EX.179 car broke no fewer than 9 International and 56 American National Class G records from 200 miles to 2000 kms. The B.M.C. 'A' type engine is basically the same as that fitted to the Austin A35 and the Morris Minor 1000.

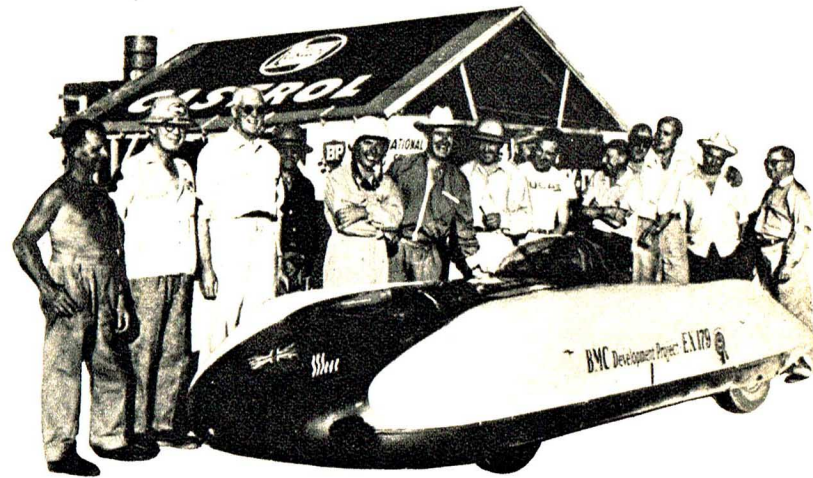




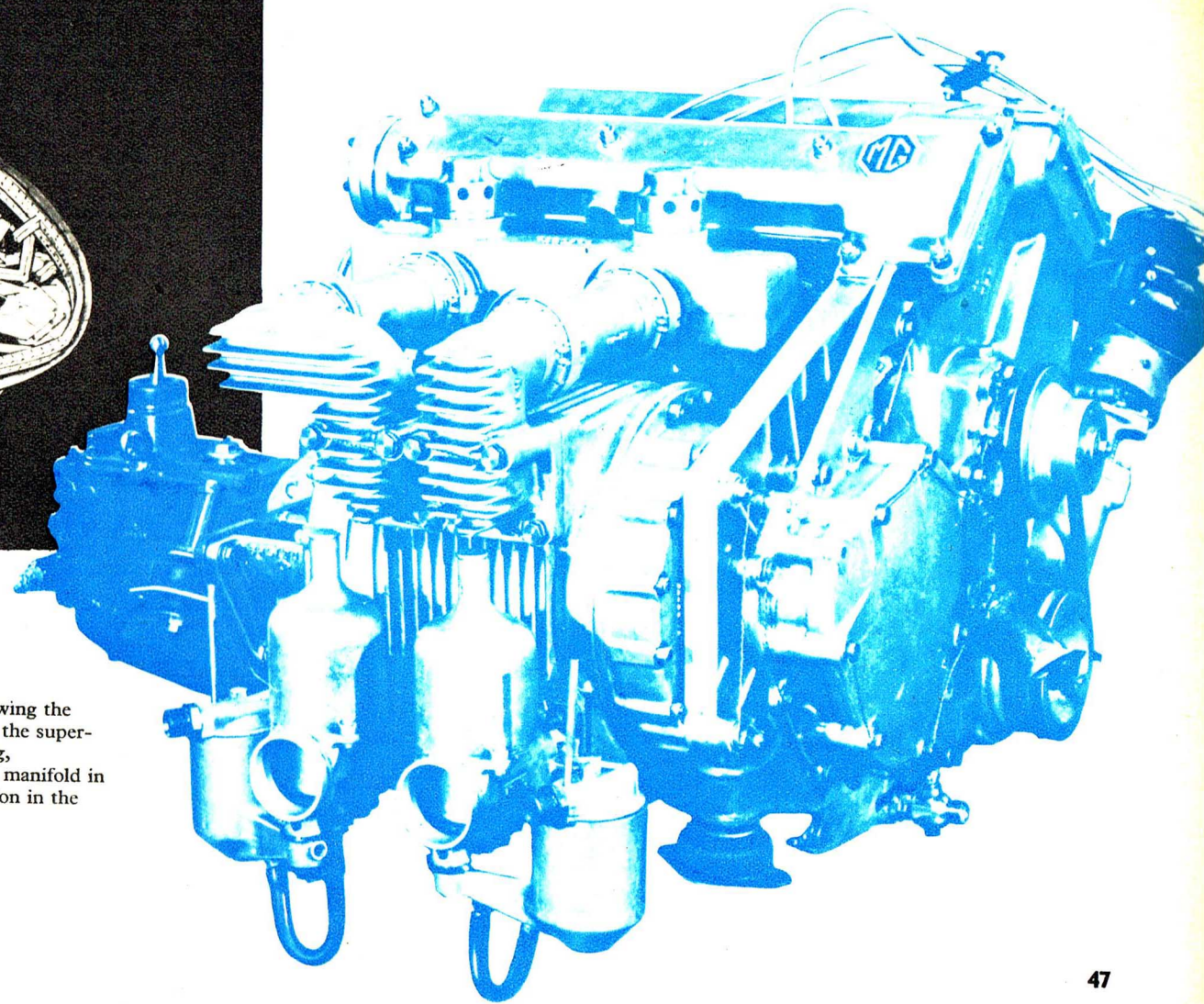


reproduced by courtesy of "The Motor"

An engineer's eye view of the M.G. EX.181 which was built to replace the famous record breaker EX.135.



(Right) Capt. George Eyston (third from left) with members of the team which made the B.M.C. records possible. On the extreme left is Bert Denly, himself a prolific record breaker of pre-war years.



The M.G. power unit showing the twin camshaft engine with the supercharger and its drive casing, carburetors and induction manifold in position ready for installation in the record-breaking car.

**BONNEVILLE SALT BEDS · UTAH · U.S.A.**

INTERNATIONAL CLASS "F" SPEED TRIALS CAR M.G. Ex. 181

FLYING STARTS ON 13 MILE STRAIGHTAWAY

NEW RECORDS ESTABLISHED SUBJECT TO CONFIRMATION

August 23 F 1 Kilo 0.09.1065 245.64 m.p.h.

August 23 F 1 Mile 0.14.687 245.11 m.p.h.

August 23 F 5 Kilos 0.46.013 243.08 m.p.h.

August 23 F 5 Miles 1.16.373 235.69 m.p.h.

August 23 F 10 Kilos 1.39.553 224.70 m.p.h.

NATIONAL CLASS "F" The same five records listed above. U.S.A.C. Sanction 57-SR-4.

*A high water table and wet salt prevented the running for the 10 mile record*

OFFICIALS:



A. C. Pillsbury, Chief Steward for F.I.A.  
Regional Director for U.S.A.C.



Knud Sorensen, Chief Timer for F.I.A.  
Chief Timer for U.S.A.C.



H. L. Hook, Chief Scorer and  
Computer for U.S.A.C.

