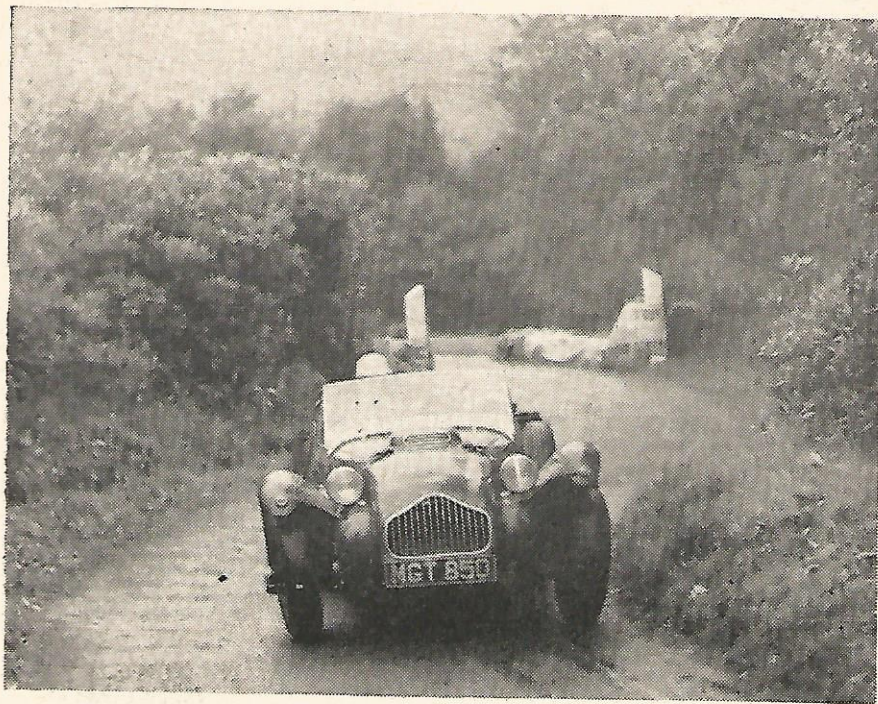


HILL WITH A FUTURE? L. F. Farquharson, who made second b.t.d., takes his Allard into the left-hander just after "Gatepost Corner". Tremendous possibilities are envisaged for this new course.

AN event of considerable importance in club motor sport took place on Sunday, 24th August. This was the first hill-climb on an entirely new course at Wiscombe Park, Devon, organized by the West Hants and Dorset and Yeovil Car Clubs. The former club has been searching for a good speed hill course for a number of years, and Wiscombe seems to be the answer to a number of problems. Given proper development, it could attain the same status as Prescott or Shelsley. The property of Major O. R. H. Chichester (who is an enthusiastic driver of an M.G.A, and no mean performer in his own right), the course is set in glorious scenery, in a valley just off the Seaton-Sidmouth road, in Devon.

The length of the hill used on the 24th was 730 yards, but this could be probably extended. An average width of 11 ft. and an excellent surface go to make a real "driver's" course. Imme-



A New West Country Hill

West Hants & Dorset C.C. Hold First Climb at Wiscombe Park

diately after the start, cars swing sharply left-handed, round a large tree. A long uphill sprint follows with a couple of tricky humps which can throw the fastest cars off their line. After 300 yards or so drivers brake hard for a right-hander, through a gateway, on a reverse camber, into a wood. A few yards farther, a couple of left-hand twists precede a steep uphill climb of some 150 yards into a really sharp right-handed hairpin, after which comes the finishing straight. On a wet surface, the fastest cars were climbing in an average time of 45 secs. A dry road, and David Good, or Tony Marsh, with Coopers, would prob-

ably give some very interesting times! To the disgust of competitors and officials, the weather turned absolutely foul for the day. Those marshals who had camped out overnight had a very dis-

Results

B.T.D.: A. M. Park (A.C.), 44.78 s.
Ladies' Award: Mrs. S. Park (A.C.), 47.10 s.
Novice Cup: Major O. R. H. Chichester (M.G.), 47.64 s.
Saloon Cars up to 1,000 c.c.: D. W. Clarke (Renault), 50.62 s. 1,001-1,300 c.c.: B. G. Heron (A35), 52.36 s. 1,301-1,600 c.c.: D. J. Harnett (Riley), 50.50 s. 1,601-2,600 c.c.: T. Pascoe (Porsche), 47.16 s.
Sports Cars up to 1,500 c.c.: G. N. Dear (M.G.), 45.28 s. **Over 1,500 c.c.:** A. M. Park (A.C.), 44.78 s.



turbed sleep. When the writer arrived, the rain was coming down in sheets (had been for hours!), low clouds hung over the valley, and there were pools of water and mud everywhere. Practice went off fairly uneventfully, most people treating the soaking course with great respect, particularly the "gateway" corner. If you got the near-side wheels on to the verge, the steep slope could take the car well away into a field, which wasn't exactly conducive to good times!

By great good fortune the rain drifted away, and a watery sun shone down during the afternoon, though the course remained too wet for any real fireworks.

Of the saloons, D. W. Clarke's Dauphine trounced a covey of B.M.C. types, the fastest of which being P. L. Farquharson's A35, though D. De Souza's Minor was handled with verve. T. W. Bryant almost lost the front end of the Standard on the hairpin. B. G. Heron had breathed upon his A35, and was transferred upwards a class, but still won it, with 52.36 secs. D. J. Harnett was rapid with his Riley 1500, braking really hard for the hairpin, and smoking the inside rear tyre, in 50.50.

The big saloons brought forth a flock of Sunbeams, and a couple of wolves in sheep's clothing, notably F. W. Scott's innocent-looking Husky, which is indecently fast, and did 49.71. A. F. Lefevre's Sunbeam stayed in a low gear, and reached valve bounce. George Hartwell didn't hang about either, and did 49.84. Tom Pascoe's Porsche won the class with 47.16, with H. Rose's Lancia second in 47.21. On its second run, the echoes of the Lancia's exhaust note were hushed very suddenly, out of sight on the lower slopes, and it was learned that it had fallen a victim to the "Gatepost" corner.

The advent of the sports cars began to show the possibilities of the course. Major Chichester demonstrated how his

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HALF-WAY UP: Major O. R. H. Chichester, owner of Wiscombe Park in which the course lies, tries his M.G.A. Here he begins the climb to the hairpin.