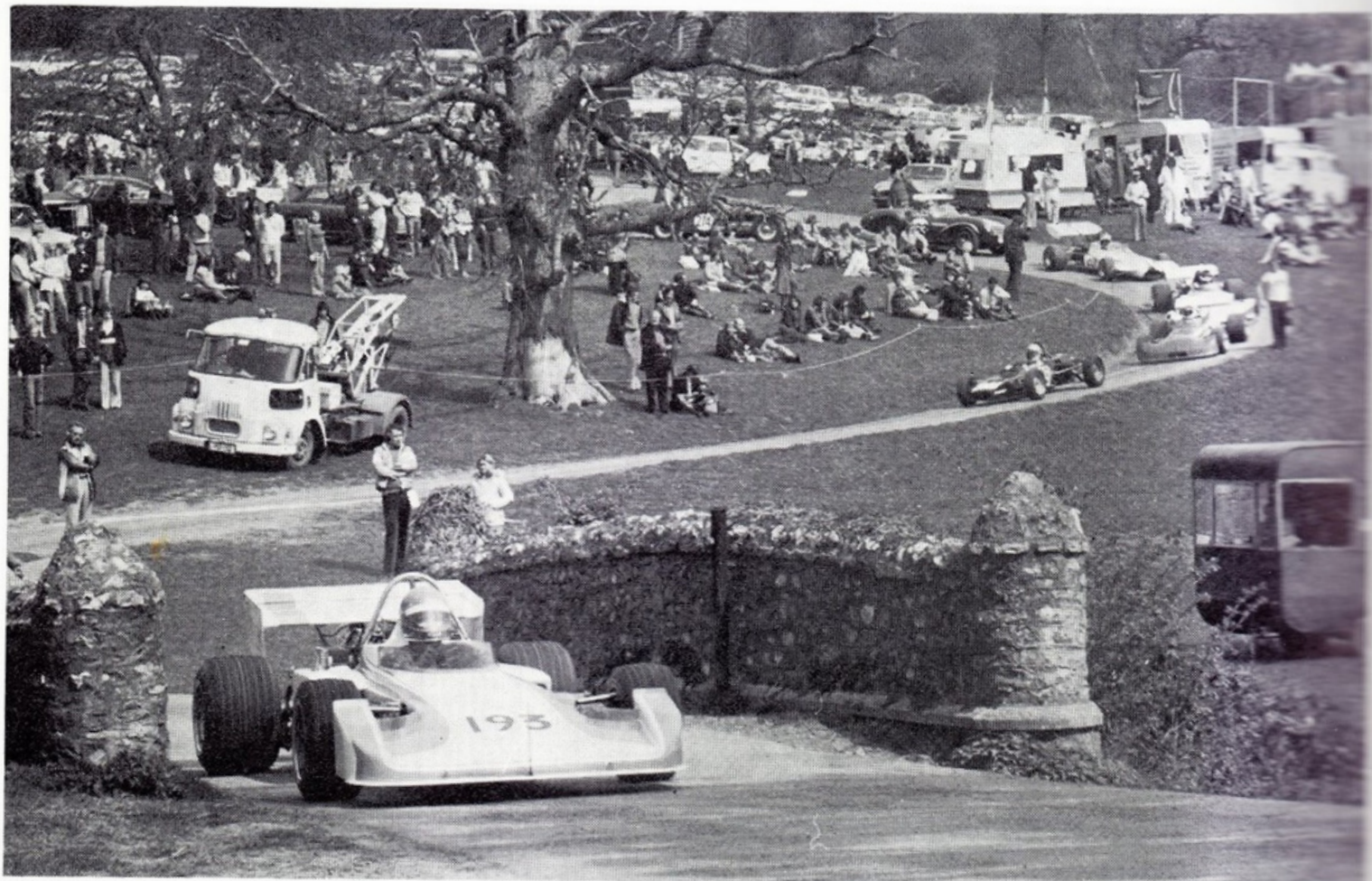


# DEVONSHIRE CREAM

The best in  
British hill climbing  
at A.M. sponsored  
Wiscombe

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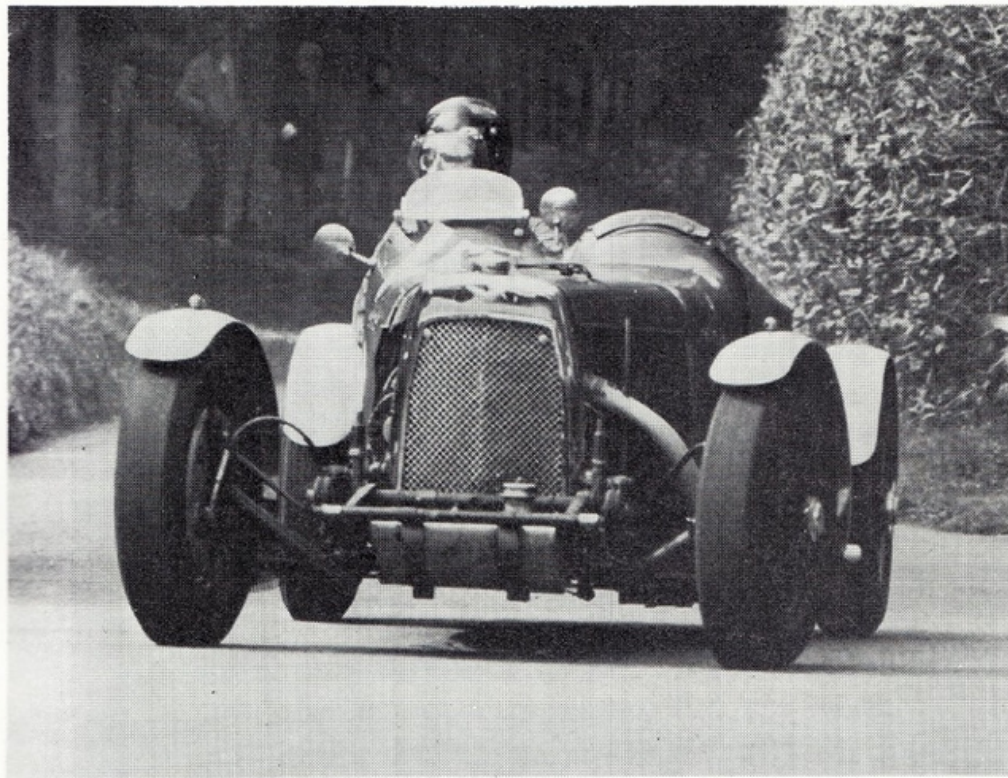
**T**HE much-loved Wiscombe Park Hill Climb opened our Club Competition season as usual and what a superb week-end of sport it was! Wiscombe has its touring and social attractions as well and for many, these are as strong as the competitive aspect. The week-end in question, April 16 and 17, was the one after Easter, a time of year when spring is out but the holiday tourist is not. Motoring down to the West Country was a joy, especially in an Aston, the journey from the capital

now being possible in only 2½ hours thanks to the many recent improvements to the A303 road to Honiton. The countryside was looking so green that it was hard to believe that last year's drought had been the severest for 500 years. One arrived at the familiar setting of Wiscombe with a sense of eager anticipation; there were the stables for scrutineering, the family house, the paddock laid out, the caravans of the various officials in position, the Club flag flying and the course all prepared.

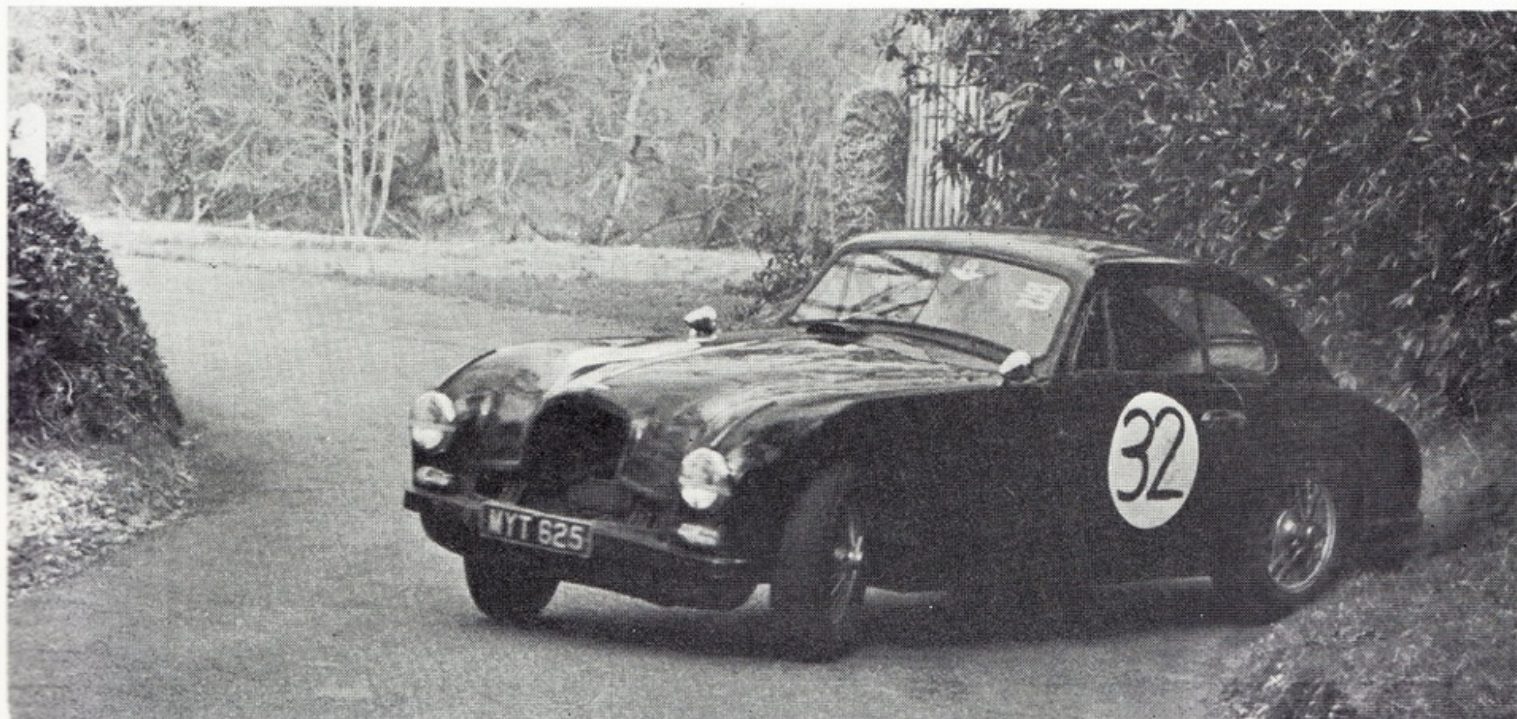
Obviously a lot of hard work had gone on already and we must be grateful to the local helpers who had got everything ready in advance. A new sight was a portable hospitality unit. This was for entertaining the guests of our very welcome new sponsor of the meeting — none other than Aston Martin Lagonda (1975) Ltd.

As practice for the Members' meeting continued throughout a rather chilly Saturday morning we were able to greet old friends and Wiscombe reg-





Tony Riseley, above, opened the Members' Meeting with his supercharged International. Here he swings the Aston into Sawbench on the way to a best of 61.6 seconds. On the right is Charles Lambton emerging from the steep Martini Hairpin just before the finish. His quickest run in the HWM this year was 48.57 secs. Below, Stephen Bamford proves you can get a DB2 through the Gate sideways. Sadly it did neither his times, nor Major Chichester's verges, any good. The scene on the opposite page is typical of Wiscombe in the Spring sunshine. Just starting his climb is Alan Clenell in his GRD



lars, both marshals and fellow competitors, so that in no time one felt part of a large family. Into this happy atmosphere we were glad to welcome several new faces, some of them having a go at the hill for the first time. The entry list was, in fact, well over-subscribed, 96 entries for 75 places. However, in the end, everyone who turned up, including reserves, got a run. Of the non-starters we especially missed the two-litre Astons of Bill Sewell and Malcolm Cann because this reduced the

class for pre-war cars to only two. The clash with the V.S.C.C. Silverstone was largely to blame for this poor turn out, and we sincerely hope for many more of the older Astons in the entry list next year.

On the dot of 1 o'clock the first official runs began with Tony Riseley's supercharged International. His best of 61.6 was good, but not good enough because he was up against formidable competition in David Taylor and his Le Mans. In fact David made one of his

occasional visits back from the Middle East and promptly knocked about two seconds off Derrick Edwards's class record. His first run of 56.5 was remarkable enough but his second in 55.6 was astonishing and would have got second place in the Feltham class! This performance won him the Spam Trophy and a place in the record books.

The Feltham cars in class 2 numbered a healthy dozen, although one of these Paul Hipwell's DB2/4, had a Jaguar engine and was not eligible for



an award. The running was expected to be made by Shaun Magee, Tony Dodd and Stephen Bamford, all with three-litre versions of the DB2. In the event, Stephen got it all wrong on both his runs and barely broke 70 seconds, and while Shaun did two identical runs of 56.3 it was nowhere near enough to beat the "swift Staffordshire solicitor". Tony's best of 53.5 clearly won him the class and gave notice to his rivals for this season, as we predicted at last September's Curborough. The following places were very closely fought with Paul Channon on 57.3, Paul Brown on 57.4, Robert Matthews on 57.5 and Daniel Alsop on 57.6. This is the kind of close competition we like to see! All were driving DB2/4 models, and we hope they will be back next year to try to change the order.

The later Newport Pagnell Astons included all models up to the new Vantage V8 but this latest model had yet to get into private hands — next year maybe? Even so, we had no less than 17 cars entered in this popular class, amongst them welcome newcomers Alan House with a DB6, Reg Broome with a DB4 and Michael Urban with a Volante. Malcolm MacGregor's infamous DB5 was this time being driven by Nigel Scholfield, while other fast DB5's were in the hands of Tim Webb, David Keeling and David Kent. However it was the two V8 models which made the running, unsuitable though they might be thought for the narrow hill. Charles Elwell put his knowledge of Wiscombe to good use to stop the clock at 50.8, but the turnup of the meeting was the performance of David Ellis in a similar car. His first run was 50.5 and to prove it was no fluke his second was even quicker — 50.3! For someone who had never even seen Wiscombe or indeed done any competitive driving of any kind, this performance marked David Ellis as the man of the meeting. As such he deservedly won the Brian Hetreed Trophy. The battle for third place behind the V8's was close indeed and eventually it finished up as a tie between Tim Webb and Nigel Scholfield, both of whom recorded 51.7. The next two places, and not far behind either, came David Keeling (52.1) and David Kent (52.3). Kerry Wilson in yet another DB5 came fairly close on their heels in 53.2 and no doubt Tom Lee would have got his similar Aston close to that had he not discovered it down on power due to some bent valves! Two other climbs worthy of mention were the 54.7 by Peter Grant in his concours DB4 and the 54.8 by Rachael Goate. This won her the Patrick Carmichael Trophy for B.T.D. by a lady driver in an Aston Martin.

The next class, for the sports/racing Astons, GT and Zagato models and Project cars had, in contrast, only three entries sadly. On a bright note, though, we welcomed 63 EMU back to Wiscombe driven by its new owner, Member Richard Pilkington. As Chris Aylett wittily put it, that must be one of the quickest emus around! In fact,



Richard's first climb in 51.8 ran John Goate (DB4GT) very close, he being just one-tenth of a second quicker. On the second runs, Richard recorded an identical time whereas John improved to 50.6, to win the class. For some reason, Avril Dodd was in the same class sharing Tony's DB2. She managed a creditable 56.8, just two seconds behind Rachael's DB5.

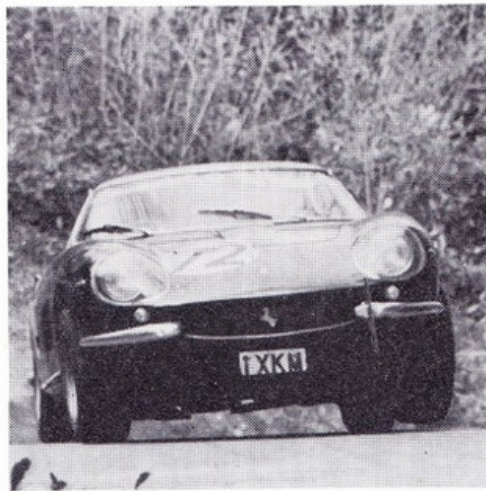
The Racing Car class, although having only four entries, contained a real mixture ranging from Jack Richards's 1931 Monaco G.P.-winning Type 51 Bugatti, through the Skinner special of the thirties and Brooklands, to the modern single seaters of Chris Cramer and Richard Brown. The latter two were using the occasion as a trial run for their Championship attempt the following day. Michael Browne got the four-litre Hudson-engined Skinner Special to the top in a best of 56.8 using twin rear wheels to help traction — a nice period touch. The Bugatti misbehaved on its first run, but the second sounded superb, as indeed it was, Jack recording a fine 51.6 on very narrow tyres. The

wide modern tyres of the Martin BM16 enabled Richard Brown to knock 10 seconds off that time, and he recorded 41.2 on both his runs, a model of consistency. Chris Cramer only managed 41.4 on his first climb with the 3.4-litre V6 March, but his second took just 40.4 and this won the class and proved to be best time of the meeting. The penultimate class was that grand mixture "any other makes, and all second drivers" and it was a huge one of 25 very diverse vehicles. It is difficult to equate a Le Mans Aston (David Taylor doing another fine 55.8) with, say, the modern Lotus Elite of Peter Foden (which incidentally he got up in 53.1) but it makes for fascinating comparisons. The class winner, in 45.6, was Richard Fry in a Mallock U2 Mark 18B, but this is really a racing car with "wings" and hardly in the spirit of the class. Perhaps next year it should be restricted to road-registered saloons, G.T's and sports cars? Second in the class was Charles Courtney's highly tuned Healey Sprite in 47.9. Only two other drivers got below 50 seconds. Ian





OPPOSITE PAGE. Top picture shows David Preece flat out in his very fast DB4 approaching Bunny's Leap at nearly 90 m.p.h. David again made BTD for an Aston Martin in 48.2 seconds. Lower picture shows Shaun Magee's DB2 at speed. In the Sunday meeting he improved to a very good 53.55 secs.



THIS PAGE. Top left. This DB4GT was driven by Richard Williams as well as John and Rachael Goate. We are not sure who is driving here but whoever it was is hustling the Aston through the Esses very quickly. John did a best of 50.6 to win his class while Richard had one run only in 51.6

Alongside is the GTB4 Ferrari of Malcolm MacGregor, one of six Ferraris entered. On Saturday he did 48.8 for fourth in class, but improved to 48.47 on Sunday for third place. His times were some two seconds faster than last year, and not surprising the way he takes the Esses on three wheels!

Below left. One of the many DB2/4 Astons running on the Saturday. No. 23 is the very beautiful Mark II of Dr. Beck. Here the lines are well shown as the Aston speeds through Bunny's Leap. His best run was in 60.7, and hopefully he will break 60 seconds next year



The Works demonstrator Vantage V8 was used by Stirling Moss to open the Hill, and he wasn't hanging about!

Moss did 48.6 in his modified DB4 and Malcolm MacGregor in his unmodified GTB Ferrari. Malcolm did a remarkable 48.8, nearly two seconds quicker than last year. Just compare that with the 53.5 of Michael Neilen's Boxer Ferrari and the quickest of three Jaguars which was the 52.5 of Oliver Walker. Richard Williams kept his hand in with John Goate's DB4GT, managing one run in 51.6. Other commendable times were the 53.9 by James Murray in a Mazda RX3 and Ray Mayo's 53.7 in the DB2 he shares with Tony Dodd. Two other lady drivers were Lesley Kent and Susan Wilson and these we're always glad to see.

The final class was for the modified Astons and this group of five produced some very fast times. David Keeling and Malcolm MacGregor somewhat optimistically pitched their DB5's against the lightweight DB4's of David Reade, David Preece and Peter Foster. Malcolm came nearest with a fine 49.5 and David Reade had a good try with 50.7. However, Peter Foster was in excellent form and for once equalled the

time of Ian Moss with his first run of 48.6. But David Preece just had the edge and took the class in 48.2, a time which remained the best of the day by an Aston Martin. This won him the Cherry Price Trophy for the second year running.

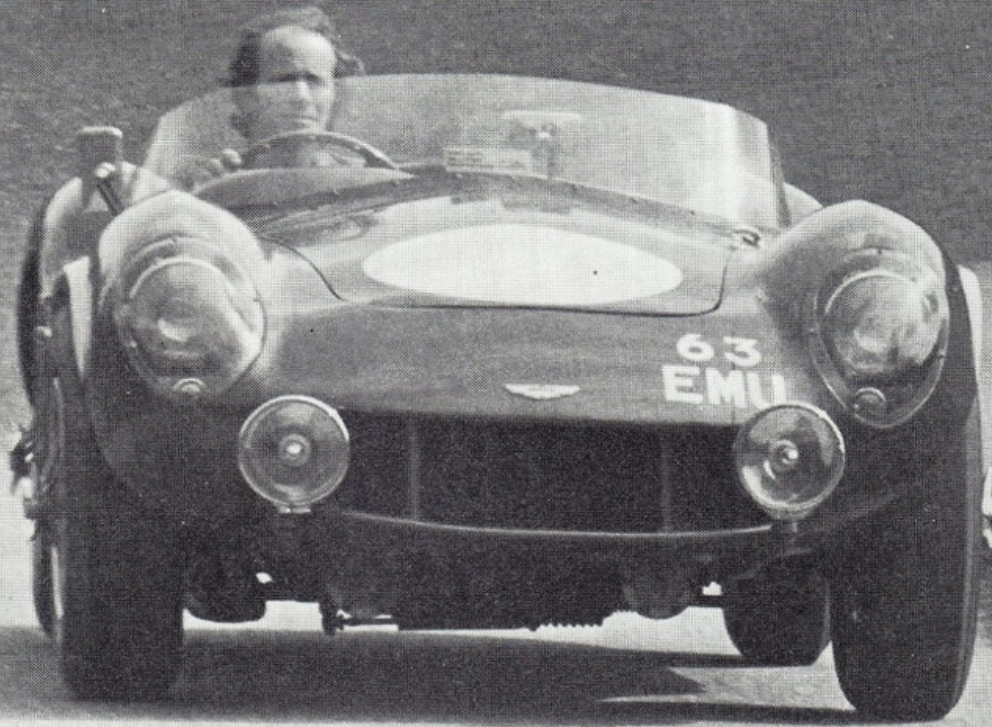
This concluded the Saturday meeting for Members, but the rest of the afternoon the hill was in continuous use for practice runs by competitors in the Championship meeting the following day. Soon Ken and Peggy Simpson emerged from the Results Caravan with all the times and David Holland organised the trophy presentations. This was a very jolly affair conducted by Chris Aylett and with Jean Coram giving out the silverware. David Ellis seemed to collect most, much to our amusement and his embarrassment. Luckily his V8 had got plenty of room to take all the cups back to Wigan! On that happy note we all made our ways to wherever it was we were staying the night or spending the week-end. Lots of dinner parties were made that evening, and friends too, as that is very much part

of the Wiscombe appeal. This year we had two couples with us from France — maybe we shall welcome more next time.

Sunday turned out to be a beautiful spring day, a good deal warmer and with Wiscombe bathed in sunshine it brought along a good, if not a record, crowd. By 1 o'clock most vantage points were taken and spectators were treated to the sight of Stirling Moss opening the hill for competition in the very latest from Newport Pagnell, the Vantage V8. By this time Managing Director Alan Curtis and his wife had arrived. It was their first visit to the hill and we hope they enjoyed the informal and relaxed atmosphere of the meeting. The entry was a maximum for the hill, some 123 being listed including reserves, but there were quite a few non-starters, although none, we were glad to note, in the top class contesting this, the second round of the R.A.C. Hill Climb Championship.

There were 11 classes in all, plus the run off for the top 10 at the end. Lack of space prevents mention of more than the leaders in each class, plus the





Above: Richard Pilkington delighted us all by bringing along his DB3S team car, and competing on both days. Here he is returning down the hill to the start

Below left: Another Aston shared by three drivers was this DB2. Tony Dodd won the Feltham class, and also driving were Avril Dodd and Ray Mayo

Below right. At the same spot on the exit from the gate is Tom Lee's DB5. Tom is in his second season of racing and is extremely enthusiastic



occasional special performance. The 1,300-c.c. special saloon class had four Imps against three Minis, and the winner was the 1,293-c.c. Cooper S of John Milford in an amazing 43.25. This beat his own class record set up last September. The over 1,300-c.c. Saloons had 10 runners and the winner was another Cooper S driven by John Meredith.

Although enlarged to 1,428 c.c., his time was slower — 44.56. John Classey ran his Gilbern in this class and did one of his best times, 58.58, and this won him the Gilbern Cup on handicap — well done, John.

The G.T. and mod-sports cars were also divided at 1,300 c.c. and the smaller group, which comprised almost all

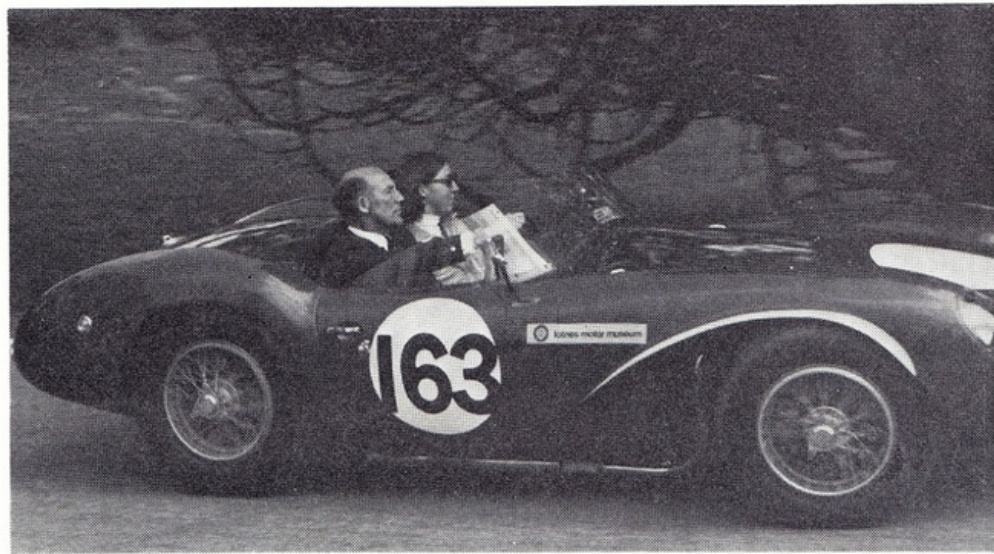
Sprites or Midgets, was won by the M.G. of Duncan Welch in 47.51. Charles Courtney took his 1,340-c.c. Healey Sprite to another class win in the larger class recording 47.29 this time. John Buszard had his smart Lotus 7 in this class and broke 50 seconds with a best of 49.73. The over 1,600-c.c. class was a huge one with 18 runners, which



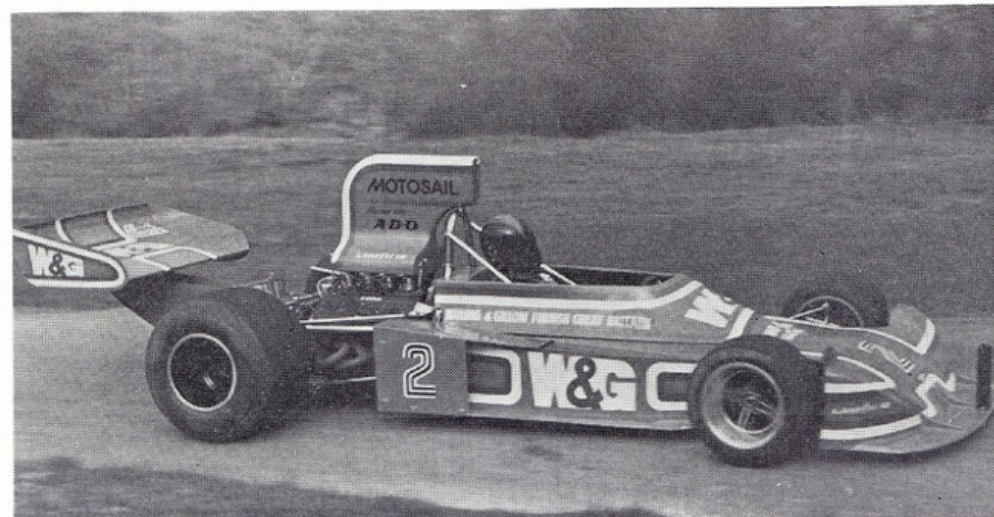


included six Ferraris, no less. Of these, Malcolm MacGregor was again outstanding with the GTB4 improving his time still further to an astounding 48.47! This was actually third in the class behind Paul Channon's Cobra(45.56) and Russ Ward's supercharged Arkley SS (45.06). Nobody else in the class got below 50 seconds.

Class 6, for Sports/Racing cars under 1,600 c.c., saw yet another new record set when Stephen Madge took his Mallock U2 flying up in a very swift 41.62. This broke a class record which had stood for three years. Second was a famous name, Boshier-Jones, who did 43.36 in another Mallock. Next came the sports/racing cars over 1,600 c.c. Winner here in 43.84 was the Phoenix driven by Hedley Hutchins. Richard Pilkington again appeared in the DB3S but could not repeat his 51-second practice time, his best being 51.23. The up to 1,100-c.c. racing car class was well supported and Tom Elton's old Cooper Mk 10 with V-twin J.A.P. engine gave it a nostalgic element. Winner was Chris Bigwood in 43.56 driving an Imp-engined Vixen. The class for 1,100 to 1,600-c.c. racing cars was also popular, and so was its winner, Peter Kaye, from Yorkshire. His Brabham BT35X recorded 41.35, not quite quick enough to get into the top 10. This élite was drawn from the ranks of the over 1,600-



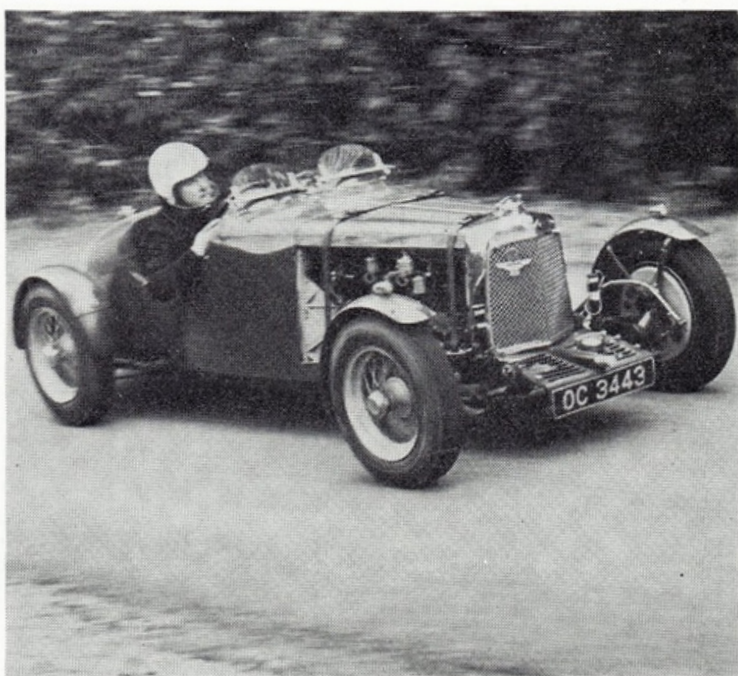
Stirling Moss had a busy time at Wiscombe, hopping in and out of various cars. Apart from the Vantage V8, he tried the HWM-Jaguar. He is seen above with the owners Charles Lambton (left) and Richard Chichester, with Don Aylett standing behind. During the afternoon he drove 63 EMU (centre left) as well, taking Trisha Pilkington as a passenger. The driving style is unmistakable



At the top. David Ellis takes his bulky AMV8 very neatly and swiftly through the Esses to record a best of 50.3. This won him the new Club Trophy

Below left. Alistair Douglas-Osborn setting BTD of 38.66 in his DFV Cosworth-engined Pilbeam. He also won the RAC Championship Climb with a time of 39.15 seconds





Two studies in concentration and speed at Wiscombe. The cockpit close-up is of Richard Chichester hard at work in the HWM-Jaguar, while in the Le Mans Aston David Taylor is setting a new 1½-litre class record

c.c. class which contained all the top runners. There were 19 in all ranging from Majors Lambton and Chichester in the HWM to the reigning champion, Roy Lane. Roy's car (the March DFV run last year by Sir Nick Williamson), was not on form and he was unable to break 40 seconds. In contrast his nearest challenger, Alister Douglas-Osborn, was definitely on form and shot his DFV-Pilbeam to the top in only 38.66 which turned out to be the best time of the whole meeting although not quite a record. Martyn Griffiths ran him close with 38.87 in his 2.2-litre March-Hart. Nobody else got below 39 secs.

The final run off for the top 10 and Championship points was most exciting. Both Roy Lane and Chris Cramer suf-

fered gearbox problems and did no better than eighth and ninth, neither breaking 40 seconds. All the top seven men were on the 39-second mark and could only be separated by fractions of a second. Mike McDowel went well in 39.39 for fourth place just behind Griffiths on 39.34. A really fine effort was put up by Richard Brown whose runs of 39.69 and 39.25 not only got him second B.T.D., but won him the Lambton Trophy. But ADO was not to be denied his 10 points, and in spite of a minor crash at the top hairpin on his second run his first in 39.15 was good enough to win. So he took the lead in the series and maybe we will see him go on to take the Championship — who knows? So ended a superb meeting,

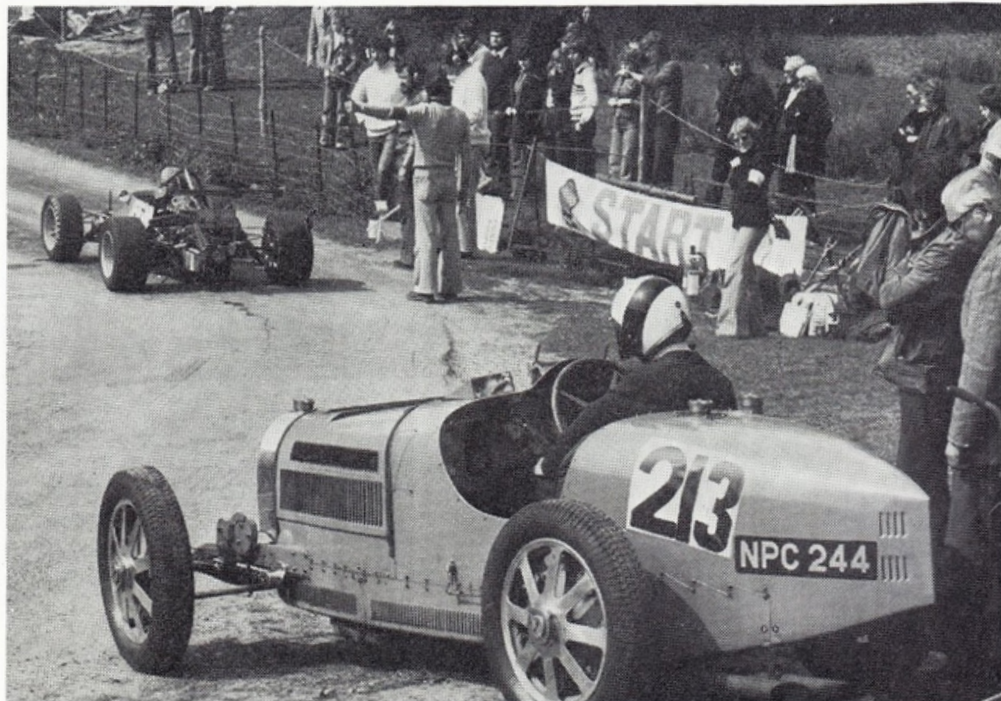
concluded by another presentation ceremony, this time with Niddy Aylett doing the honours (and appearing to enjoy it!). Our very sincere thanks to all the team of officials and marshals led by Colin MacDowall, Gerry Hopkins, Jim Broadey and Philip Wolfe-Parry, not forgetting the Meeting Secretary, Phyllis Hood. Another grand Wiscombe was over for another year.

#### The Trophy winners were:

**Spam Trophy**, David Taylor; **Patrick Trophy**, Tony Dodd; **Hetreed Trophy**, David Ellis; **Carmichael Trophy**, Rachel Goate; **Club Trophy**, David Ellis; **Cherry Price Trophy**, David Preece; **Cadbury Trophy**, A. Douglas-Osborn; **Lambton Trophy**, Richard Brown.

## THE WINNERS

At the conclusion of the Members' meeting Jean Coram kindly presented the Club Awards. Top Left: The Spam Trophy to David Taylor for winning the class for pre-war Astons. Top Right: David Ellis nearly cleared the board, winning the Brian Hetreed and Club Trophies. Centre Left: David Preece doffs THAT HAT to take the Cherry Price. Centre Right: Rachel Goate, a delighted winner of the Ladies' Award, gets the Carmichael Trophy



A typical start line scene at Wiscombe. While another competitor gets the thumbs up from the Starting Marshal, Jack Richards awaits his turn in the very lovely Type 51 Bugatti — the actual winner of the 1931 Monaco Grand Prix. Standing on the right is Member Sidney Pile who for many years competed at Wiscombe

On Sunday, Niddy Aylett did the honours and got more than she bargained for when A.D.O. came up to receive the Cadbury Trophy. David Holland is there to see fair play and also fill with champagne the Lambton Trophy which Charles Lambton has just presented to fellow Wiscombe Director Richard Brown



