

New Scots Hill Climb

A RECENT Press Announcement which has not only aroused considerable interest amongst Scottish Sporting Car enthusiasts, but has been welcomed in many quarters, is that the Royal Scottish Automobile Club has secured—as a possible future venue of International Hill Climbs—the use of Rest-and-Be-Thankful on a five years' lease from the Forestry Commission.

Of more immediate moment, however, is the news that, following a recent inspection of the road, the R.S.A.C. has now made arrangements to hold a Closed Invitation Speed Hill Climb at the Rest on Saturday, 9th July. Invitations to participate have, it is understood, been sent to several Clubs, including the S.S.C.C.

Pleasing tangible evidences of a spirit of co-operation on the part of other Scottish Clubs (and, we are officially advised, much appreciated by the R.S.A.C.) are, as will be noted elsewhere in our columns, already forthcoming, and this helpful attitude is, we are certain, a happy and promising augury for the success of this initial venture.

The famous old Scots Highway near Arrochar is, of course, familiar both to many motorists and tourists, and the inaugural Speed Hill Climb should, therefore, stir many chords and attract not only an ample sufficiency of entrants but, let us hope, an excellent attendance of onlookers.

Meanwhile, to remedy to some degree the wear and

tear of the past ten years, during which no upkeep work on the road has been undertaken, there are now in hand a certain amount of repairs which, while helping to comply with safety factors, will in no way lessen, however, the Rest's value as possibly one of the best Hill Climbs in Europe.



A striking view of a section of the Rest-and-be-Thankful Road, on which the R.S.A.C. are holding a Closed Invitation Speed Hill Climb on 9th July.

R.S.A.C.'s *Rest-and-be-Thankful Hill Climb*

WITH interest obviously whetted by the excellent advance publicity accorded the event, ample proof that the R.S.A.C.'s return to active organisation of motor sport had gripped the public imagination was forthcoming when, on Saturday, 9th July, an expectant and enthusiastic concourse of spectators studded the hillside vantage points flanking the famous Rest-and-be-Thankful gradient in Glen Croe.

When one bears in mind the considerable volume of opinion which, when the project was first mooted, was highly critical of the venture, and also that the entrants—apart from Raymond Mays, last year's national hill-climb champion—comprised almost in their entirety competitors who had already this year exhibited their prowess at Bo'ness, the public response was little short of amazing.

Benevolently, too, the Weather-Clerk (anxious perhaps to dispel any idea of the possession of a Scottish phobia) decided to ensure that the weather—so frequently and notoriously treacherous on the Rest—should be at its magnificent best, thus bringing joy to the hearts of the organisers and added grist for the "Come to Scotland" movement. Thus, under surprisingly agreeable conditions, the setting for the hill climb in the rugged vale of Glen Croe presented for the day a scene of sheer beauty—in itself an adequate recompense to many for their trouble in reaching this somewhat out-of-the-way venue.

Punctually to the time-table Lord Weir formally called on Sir Hector McNeill of the Scottish Tourist Board to declare the "Rest" open for competition.

After Sir Hector had suitably complied, the National Anthem was played and, with appropriate symbolism, the St. Andrew's Cross was slowly unfurled at the mast-head above the members' enclosure. Then, to the plaudits of the spectators, ensconced in positions commanding uninterrupted views of the great natural amphitheatre, Raymond Mays made a ceremonial ascent of the Course.

As a curtain-raiser, the first event—for cars up to 500 c.c.—quickly had the onlookers on their toes. Rivalry was naturally keen and, in an excellent contest, Joe Potts Jr., driving a 497 Cooper, put up a best performance of 79.3 seconds, a time that was not beaten until the 3-litre class competed.

The Class for supercharged cars of between 501-1000 c.c. attracted but three competitors, of whom J. R. Carmichael (746 M.G.) carried off the honours with a best time of 81.5 seconds.

Noteworthy as embracing the largest entry in any one Class, the event for cars of 1001-1500 c.c. Non-supercharged brought into keen competition with each other a galaxy of drivers well-known in local sport. While, for some, Fate did not smile too kindly, distinction was earned by J. F. Gibbon, whose Girastro-Rover would have fared even better had not a gear slipped out of mesh, and by Ivor Page, who, driving the ex-Nuvolari M.G. Magnette fought his way round the track in great style. His best time of 84.2 seconds was, indeed, only bettered by 1 second by the ultimate Class Winner—Ewart McCartney—who, having shown a steady level of consistency throughout the season, here amply merited the success to which his excellent handling of his Singer entitled him.

In the succeeding event for cars of 1001-1500 c.c. Supercharged, Freddie Mort (1250 M.G.) was a comfortable winner over his sole rival, while of the sextet competing in the Class for cars of 1501-3000 c.c. Non-supercharged, Basil Davenport stole the limelight in his freakish 2001 G.N. Spider, which returned a best time of 79.8 seconds. Great credit also goes to Alex. Reid for bringing in his Omega a close second.

With the appearance of the cars of 1501-3000 c.c. Supercharged, the tempo of excitement amongst the spectators increased and their anticipations of seeing something coming within the superlative category were not long in being realised.



Raymond Mays, British Hill-Climb Champion, whose time of 68 seconds gained for him the premier award of £100 and "The Motor World" Challenge Trophy. Here, Mays—holding the Trophy—is being congratulated by Ken Hutchison who himself won "The Albion Challenge Cup" for Best Performance by a member of the R.S.A.C.

M. R. Chassels negotiating the top hairpin bend at Rest-and-be-Thankful in his 3917 Chassels Special. To this intrepid Scots motor racing enthusiast was accredited the distinction of putting up the best "native" time.



Withdrawals limited the entrants to four, but quality was immediately demonstrated by Raymond Mays (1980 E.R.A.) making his first appearance in a competitive event in Scotland. On his initial essay on the hill he drove in masterly fashion to register 68.9 seconds, the fastest so far, and subsequently went on to lower the time on his second run to 68 seconds dead, to make the fastest time of the day and the first record for this new series of Hill Climbs at Rest-and-be-Thankful.

Equally spectacular was the first run of the potential record-breaker, Peter Walker (1985 E.R.A.), who, on a practice run had clocked 67.9 seconds, but who now returned 69.4. Whatever hopes he may have entertained of improving on this time—which, incidentally, was the third fastest of the day—were unfortunately, to his own and the spectators' disappointment frustrated when on his second run a piece of plug insulation cracked off, fell into the cylinder and lodged under an exhaust valve, thus putting finis to a fine effort.

If somewhat overshadowed by the feats of their confreres, both J. S. Fry (Bugatti) and Ken Hutchison (Alfa-Romeo) nevertheless drove consistently and returned times which were respectively fifth and seventh fastest of the day.

Entries for the Over 3000 c.c. Non-supercharged Class were reminiscent of those for the same category at the recent Bo'ness Meeting, with Allards again predominating. On this occasion, despite the fact that his own Steyr-engined Special ran not on eight cylinders but on six, owing to a mechanical mishap the previous evening, Sydney Allard yet contrived in his own inimitable style

to set up what in the circumstances was the remarkable time of 71.9 seconds, fourth fastest of the day.

Considering, too, that Guy Warburton's 3917 Allard ran in touring trim, complete with spare wheel, his was a notable performance to clock 78.9 seconds, a time which placed him second in his Class and confirmed his Bo'ness superiority over Noel Bean (3485 Jaguar), who again chased him up.

Finally, in the event for cars of Over 3000 c.c. Supercharged, rivalry was restricted to a duel between the Bo'ness record-holder, Denis Poore, and the holder of the Bo'ness "Native Record", Mirrlees Chassels.

On his first attempt, Poore's sleek green 3800 Alfa-Romeo streaked over the course in the excellent time of 68.6 seconds. Eagerly the spectators canvassed the possibility of his bridging on his second run the slim .6 second margin which separated him from May's record time but, here again, expectations were falsified for, to the general surprise, he clocked 73.4 seconds, having selected second gear at the start by mistake with disastrous results. Nevertheless, his first time sufficed to give him Second Fastest of the day. The 3917 Chassels Special gave ample evidence of its latent capabilities, and made a best time of 75.4 seconds, sixth fastest of the day. This performance, credited its intrepid driver with the distinction of putting up best "native" time, for which there was, unfortunately, no special award.

Racing finished, a most successful Meeting concluded with the presentations—by Lady Weir and Mrs. Alex. Frew—of the Trophies and chief Awards.

RESULTS

500 c.c.		1,500 c.c. supercharged			
	min. sec.		min. sec.		min. sec.
1. J. Potts (Cooper)	19.3	1. F. S. Mort (M.G.)	26.9	4. R. M. Bateman (Ford)	26.0
2. D. P. B. Prosser (Cooper)	20.6	2. I. H. Napier (Aston Martin)	36.2	5. J. L. Fraser (Allard)	27.6
3. C. R. Hunter (Cooper)	21.5	3,000 c.c. unsupercharged		6. P. P. R. Allan (Allard)	29.4
4. D. Y. Henderson (M.H.M.)	33.9	1. B. H. Davenport (Spider)	19.8	7. G. S. Hendry (Speedy)	32.0
1,100 c.c.		2. A. Reid (Omega)	21.9	Over 3,000 c.c. supercharged	
1. J. R. Carmichael (M.G.)	21.5	3. J. R. Weir (Frazer Nash-B.M.W.)	24.4	1. R. D. Poore (Alfa-Romeo)	8.6
2. T. Lund (Lund)	23.2	4. J. M. Hendry (Riley)	27.0	2. M. R. Chassels (Chassels)	15.4
3. W. R. L. Thorne (Alexander)	28.1	5. A. McGlashan (S.S.)	29.0	Ten fastest	
1,500 c.c. unsupercharged		6. G.A. Roberts (Frazer Nash-B.M. W.)	32.1	1. R. Mays (E.R.A.)	8.0
1. N. E. McCartney (Singer)	23.2	3,000 c.c. supercharged		2. R. D. Poore (Alfa-Romeo)	8.6
2. I. B. Page (M.G.)	24.2	1. R. Mays (E.R.A.)	8.0	3. P. D. C. Walker (E.R.A.)	9.4
3. J. F. Gibbon (Rover Sp.)	25.8	2. P. D. C. Walker (E.R.A.)	9.4	4. S. H. Allard (Allard)	11.9
4. T. B. D. Christie (M.G.)	26.2	3. J. S. Fry (Bugatti)	15.0	5. J. S. Fry (Bugatti)	15.0
5. P. S. Hughes (Axis)	27.0	4. K. Hutchison (Alfa-Romeo)	16.4	6. M. R. Chassels (Chassels)	15.4
6. R. Turnbull (M.G.)	31.2	Over 3,000 c.c. unsupercharged		7. K. Hutchison (Alfa-Romeo)	15.8
7. (H. T. H. Moorfield (M.G.)	31.8	1. S. H. Allard (Allard)	11.9	8. G. Warburton (Allard)	18.9
7. N. A. Kennedy (M.G.)	31.8	2. G. Warburton (Allard)	18.9	9. J. Potts (Cooper)	19.3
9. J. A. C. Hunter (M.G.)	35.6	3. N. Bean (Jaguar)	23.2	10. B. H. Davenport (Spider)	19.8