

JENKIN'S CHAPEL—

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about 10 yards long. Then the road doubles back upon itself, goes straight ahead again for about 12 yards, and then doubles back once more, almost as sharply as before. The gradients are not so steep as they look, and an M.G. owner who keeps his engine revving well in first gear and adopts a reasonable course on each hairpin should make a clean ascent every time. Although commonly credited with a 1 in 2 gradient, this is obviously an exaggeration; possibly there may be one or two very short stretches

where 1 in 3 might be recorded by a surveyor, but after a critical examination, the writer suggests that 1 in $3\frac{1}{2}$ would be nearer the mark.

For those who are still in their first competition season and have not yet mastered the art of taking a sharp hairpin, here are a few practical hints on climbing Jenkin's Chapel. The first hairpin in section No. 4 must not be cut too sharply. Hug the left-hand bank; and do not lock over until you can steer almost straight across, making certain that your off-side rear wheel will clear the inside of the bend. Then in coming up to the second hairpin, keep a more or less central

course until half-way round, and then lock-over fairly quickly to the left. In wet weather, however, it may be wiser to keep well to the right in approaching this bend, locking over at the last moment in order to avoid wheel-spin on a surface which grows slippier with every car that essays the climb. Finally, don't attempt Jenkin's Chapel in the car until you have climbed it on foot. As you walk up, think of your lock; pick out the course which you intend to adopt; decide upon a clear-cut method for each of the bends. Then when you take the car up, stick to your course: there is nothing so fatal to success as indecision.