

ures 262 yards, varying in width from 8 ft. 6 in. to 11 ft., with a gradient which reaches as much as 1 in 4, one sharp bend near the summit, and finishing in a

jects on the right. Both these obstacles must be avoided, even if only to safeguard the sump! At 208 yards the surface narrows to 7 ft.; at 220 yards another

large rock juts out. At 234 yards the track sweeps round to the right, with a deep gully on the right (following the grass margin) and a stone wall in front, with trees and several houses beyond.

Having rounded this bend, one sees the radiator silhouetted against the horizon: but beware! There is a T-shaped junction here, successful competitors taking a sudden left-hand turn, through the gate towards Litton village; while in competitions where a second attempt is permitted, the failures may turn right and follow a "slipway" road (indicated by dotted lines on the plan) back to the starting point far below.

Now for the actual climb. Start off in first gear, and even although this may seem rather low for the first 100 yards or so, resolutely ignore every temptation to change up. Of all trial hills, Litton Slack



No. 2. THE FIRST ROCKY SECTION. Surveyed in January, the surface appears really appalling. In dry weather it makes quite an easy climb—at any rate, as far as this point . . .

sudden left-hand turn through the gateway leading on to Litton village.

For the first 100 yards everything is plain sailing, with a rough but not difficult surface consisting mainly of loose stones and earth. On the right a wide stretch of firm and almost level grass runs parallel with the track, gradually becoming narrower until it merges into the track just before it takes a right-hand bend. After 130 yards the left-hand bank begins to rise sharply, and at 150 yards the surface becomes distinctly worse, with large loose stones, deep ruts, and projecting pieces of rock. At 190 yards a large rock demands careful negotiation, especially as another one—only slightly smaller—pro-



No. 3. APPROACHING THE LAST BEND. This picture shows the gully on the right-hand side of the track, and gives some idea of the surface. The climb finishes at the gate, on top of the hill, where competitors make a sharp right-angle turn to the left.



No. 4. A "CLOSE-UP" JUST AFTER ROUNDING THE FINAL BEND. Although not a very clear picture, this is included in order to emphasise the sharp left-hand turn at the gate. The road beyond is only an inch or two more than 9 feet wide and the gateway is hardly any wider, so that competitors must exercise considerable care in approaching this gate, otherwise they may fail to negotiate the corner.

is most decidedly a first gear climb, all the way from the fork. After 100 yards or so one can see a rocky section ahead. Map out a suitable course, always bearing in mind the two rocks (one central and the other on the right) to which reference has already been made, at 190 yards. You may choose to keep left at

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