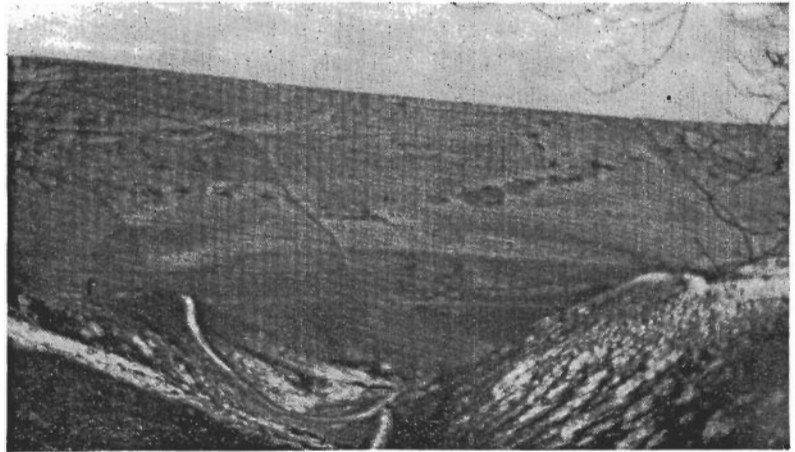


LITTON SLACK HILL

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this point, avoiding the central rock at the risk of a little wheel-spin perhaps on the left-hand grass margin. Later on, one must choose a definite course again, to avoid hitting another obstacle with the sump. On the bend itself, so much depends upon weather conditions that I hesitate to say anything at all, except that one's course here will be influenced to some extent by the gate through which one must pass immediately afterwards. In certain circumstances the last yard or two will test car and driver very severely, for one comes to a "T"-shaped junction (approaching via the perpendicular part of the "T") where the "Slipway" road (the horizontal part of the "T") is only 9 ft. 6 in. wide, with a maximum of 9 ft. 4 in. between the gateposts on the left. This, of course, does not allow much margin in which to make a right-angle turn on the level, after coming up a gradient of 1 in 5 or thereabouts, on first gear with the engine revving merrily: more especially when the last yard of the climb is complicated by large



No. 5. *LOOKING BACK FROM THE TOP OF LITTON SLACK to the fork. The slipway road may be seen faintly on the left, while the track itself begins at the fork where the slipway road joins it. This is the point from which our survey starts.*

stones right and left which prevent any attempt at cutting the corner very fine.

Litton Slack requires careful driving at three separate sections: (a) the projecting rocks at 190 yards, preceded and followed by soft patches of earth, ruts of varying depths, and loose stones, with a gradient of rather more than 1 in 5 occasionally; (b) the bend, which rises at a gradient of about 1 in 7; and (c) the final right-angle turn between gateposts at the top. As far as (a)

and (b) are concerned, tactics will vary according to the weather. In (c) however one must always beware of reaching the summit with too many revs. in hand. Pass close to the right-hand stones, and begin to lock over a few inches after the front wheels reach level ground, but the manoeuvre must be carefully judged lest the right-hand stones strike the rear wheels or any point projecting beyond the rear axle, such as the fuel tank or rear wing.