

# Club News

By MICHAEL DURNIN



**TADPOLE AT SPEED!** Ken Piper driving his Messerschmitt with his usual verve.

**HASTINGS, ST. LEONARDS AND EAST SUSSEX C.C.**

## BODIAM HILL-CLIMB

THE Bodiam Hill-Climb, promoted by the Hastings, St. Leonards and East Sussex Car Club, took place on Saturday, 13th October, for the eighth and most successful year yet. A record crowd of well over a thousand watched the skilful performances of 78 competitors over the difficult course of 670 yards, which is a private road over hop-gardens belonging to Messrs. Guinness at Bodiam.

Everyone was thrilled by the exciting battle between Roy Pierpoint, John Mew and Ian Raby, who, in Lotus cars, each broke the course record, set by the late Stuart Lewis-Evans in 1958, of 29.6 secs. in an Elva. Both Pierpoint and Mew returned record times in three out of their four runs; and the new record holder Pierpoint, who recorded 28.0 secs., is to be congratulated as this year was the first time he had ever seen the hill! Mew and Raby are also to be congratulated on their best times of 28.2 and 29.0 secs. respectively.

Roy Pierpoint was awarded the Elva Trophy, Replica and cash prize of £15 for B.T.D. and John Mew for the second best time took home the Morren Trophy,

Replica and £10. Alan Wershat, in Lolita, is the new holder of the John Hales Trophy, with Replica and £5, for his best time of 30.8 secs. in the 1172 Formula Class, whilst the S.S.A.F.A. Cup, Replica and £5 went to Alistair Crawford for his time of 31.2 secs., in his Lotus Elite. The quickest lady on wheels, at 32.8 secs., was Mrs. Cherry-Anne Price in a Lotus who takes the Warren Trophy and Replica.

The best time of the day by a club member was made by Nick Ramus, who received a well-earned "Smufco" Trophy for his performance of 32.6 secs. in a Healey. The Sedlescombe tankard, which is awarded to the member of this club giving the most outstanding all-round performance, was well earned by I. G. Hutchinson for his consistently excellent handling of his pre-war M.G. TC, a beautifully kept and fast little car.

The secretary of the organising club tells me that this year's hill-climb was the best yet, both from the financial and entertainment point of view. Preliminary arrangements for the ninth annual hill-climb at Bodiam on 19th October, 1963, have been made.

RICHARD WILSHIN.

### Results

B.T.D.: R. F. Pierpoint (Lotus-Climax 15), 28.0 s. 2nd B.T.D.: J. R. C. Mew (Lotus-Ford 20), 28.2 s. 3rd B.T.D.: I. E. Raby (Lotus-Ford 20), 29.0 s. Class Winners: P. H. Martin (Austin), 34.4 s.; T. A. Crawford (Lotus Elite), 31.2 s.; W. G. F. Swayne (Porsche), 33.4 s.; J. J. Richards (Lotus-Climax 7), 29.8 s.; R. F. Pierpoint (Lotus-Climax 15), 28.0 s.; A. R. Wershat (Lolita-Ford), 30.8 s.; J. E. Barnes (Lotus), 31.0 s.; J. Heskett (Lotus), 32.2 s.; H. C. Balfour (Lotus), 31.6 s. B.T.D. Lady Driver: Mrs. C.-A. Price (Lotus Elite), 32.8 s. Best Club Member: C. N. Ramus (Austin-Healey Sprite), 32.6 s.

**SOUTHSEA M.C.**

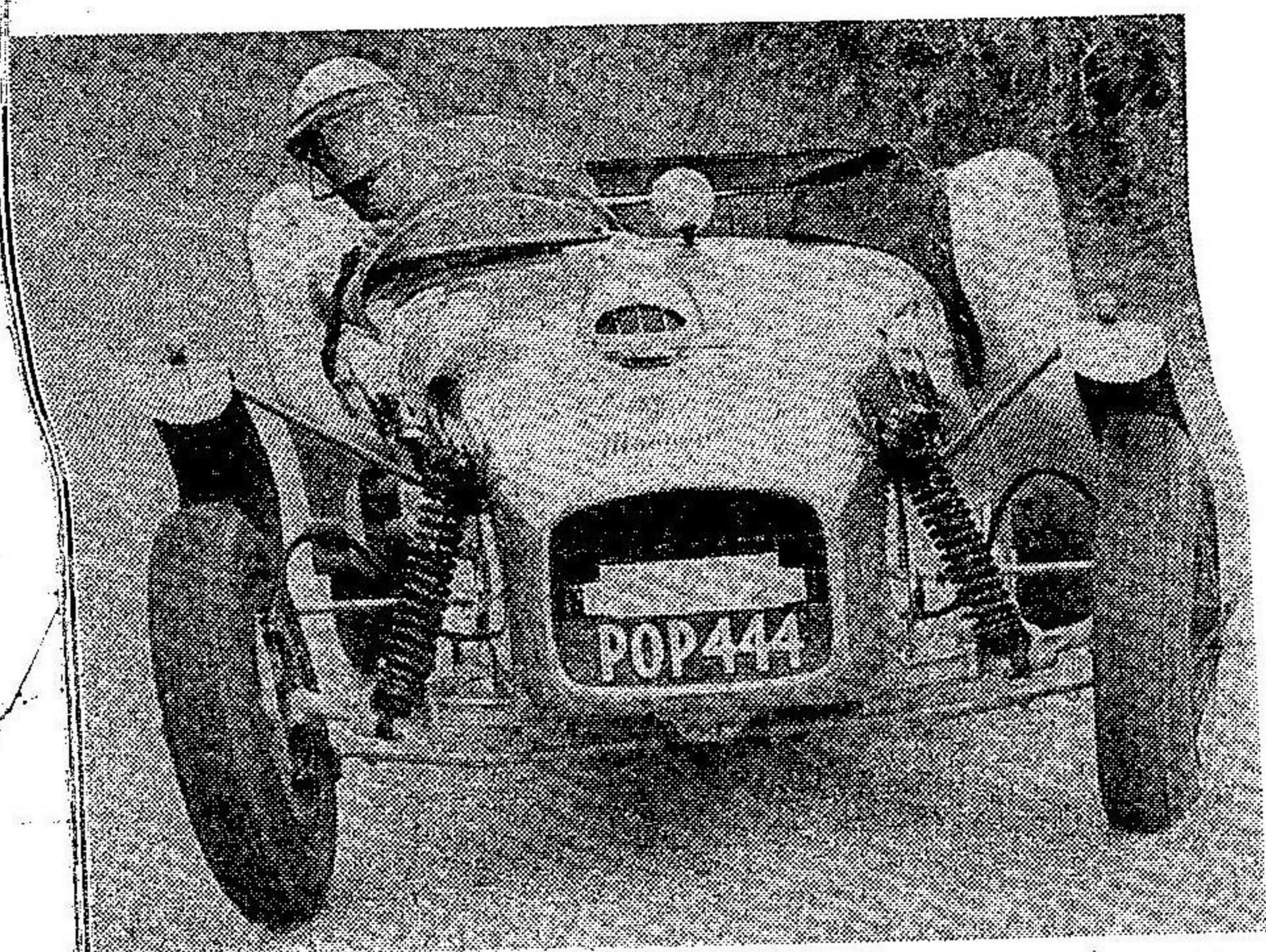
## DRIVING TESTS

FOR some years now the Southsea Motor Club's "Autosport" meeting (which has no connection with us) has been growing in stature and this year the event was the last round of the A.C.S.M.C. Driving Test championship, with chief contenders Doug Worgan and Ron Gee running neck and neck.

The Clarence Pier Coach Park at Southsea is a most pleasant spot overlooking the sea, and a large crowd watched proceedings in perfect weather. The antics of the nearby Big Dipper, which emitted horrible metallic noises from time to time, caused more than one competitor to glance anxiously downwards on occasions, but happily nothing untoward marred the event except for the laying on its side of the Humphrey Rapier on test 2.

There were five tests, four fairly tight, and the fifth, which occupied the same area as the first four, consisting of a good old blind into and out of a box at the very end of the park, intermingled with chicanes, garages and pylons. The tests were fairly complex, but were not so complicated as the diagrams had led to believe. Each was tackled twice, with the better time on each to count.

As was to be expected, Don Harris set the pace with the D.M.F. Special, but Ron Randell, driving brilliantly, ran him extremely close in his M.G. Midget, now running unblown. Only 2.4 seconds separated them at the finish. The Midget's nearest class rival was again Don Harris, very nearly 10 seconds slower, while Doug Worgan was just .4 behind Harris. This may well have cost Worgan the A.C.S.M.C. Championship, for Ron Gee finished fourth and is thought to have thereby



**MRS. E. M. PRICE** trying hard in her M.G.-engined Lotus Mk. 6

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