

Bristol Motor Cycle & Light Car Club

'DON'T DAMAGE THE FOLIAGE'

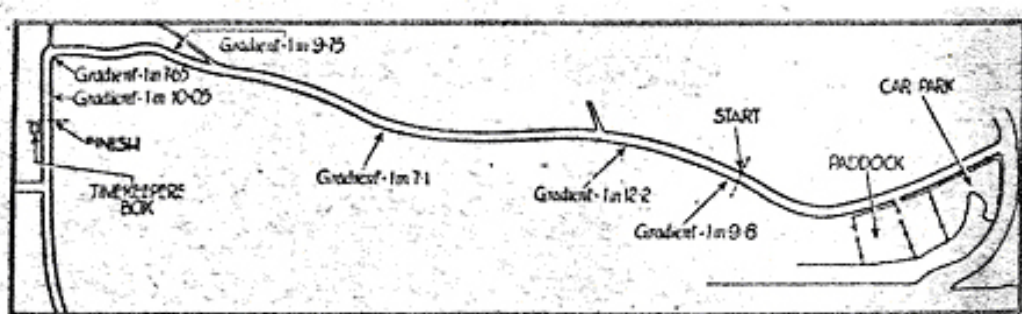
THE STORY OF BACKWELL SPEED HILLCLIMB 1935-39

Throughout the early years of its existence the Bristol Motor Cycle and Light Car Club had been predominately motor-cycle oriented, however by the mid-1930s there was a need to provide more events for the growing number of car owners. 1935 was a key year for the club, and in some ways perhaps laid the foundations for what it is today. Road trials had provided a logical extension to the long-standing motorcycle trials, and in November 1935 a major new, car-only, reliability trial for the Roy Fedden Trophy was introduced.

Earlier in 1935 however, the club had organised its first tarmac hillclimb solely for cars. The club had previously run a hillclimb as early as 1912, at Chew Hill, albeit only for motorcycles. From 1922, though, it was no longer possible to run speed events on public roads as had previously been the norm, and the West Country was without any such events (Prescott hill wasn't open until 1938). However, in mid-June of 1935 committee member Eddie Gill announced that William Garnett, the owner of Backwell Hill House estate just off the Weston-super-Mare road, would allow the club to use the drive for a speed hillclimb for cars if they so wished. The venue had been used once before for a hillclimb, in 1929 when the Langford & District Light Car Club's event was won by R.G.C. (Richard) Schwalm in a Frazer Nash, and the Bristol club eagerly took up the offer to use it again; it was an opportunity too good to miss.

The Course.

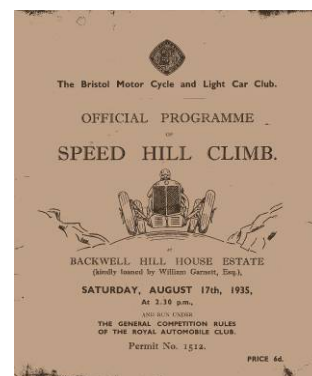
Backwell Hill House was (and still is) situated on one of the highest points facing the River Severn, about six miles south of Bristol on the A370. The tarred drive from the main road up to the house provided a hill length of approximately 725 yards, with the timed portion for the event being 550 yards. It was rather narrow (average width was 12 feet) and bumpy for fast cars, and the gradient varied from 1 in 7.1 to 1 in 12.2. The steepest portions were halfway up, and at the sharp left-hand corner just before the finish line that was to provide some exiting moments over the next five years. Shortly after the finish line was a gateway flanked by solid stone gateposts, with a holding paddock off to the right; the main paddock was at the bottom of the hill.



1935

The original intention was to arrange a small event just for club members, but then it was decided to make it a bigger affair, inviting several other motor clubs and admitting the general public to spectate, and to raise funds for Bristol Children's hospital.

The event was scheduled for Saturday 17th August. An entry of just 25 competitors was received, fourteen Bristol club members, with the remainder from the invited clubs: West Hants Light Car Club, SUNBAC and the MG Car Club. The short timescale following the announcement of this new event perhaps accounted for the maximum of forty not being reached. However, with competitors being allowed to enter more than one class – they were still only entitled to two runs though – this resulted in 37 entries spread over four sports

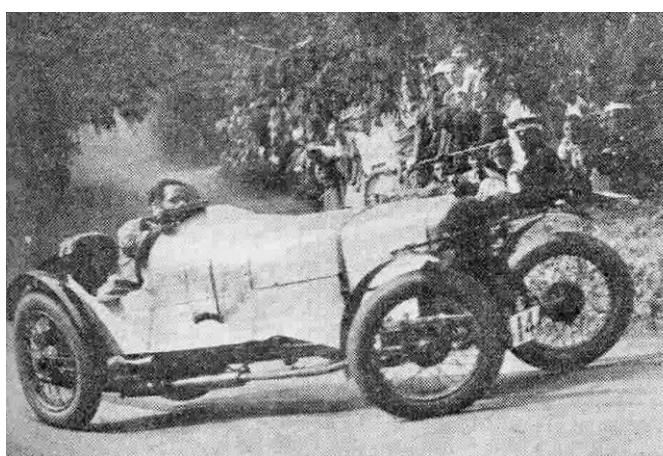


car, and one racing car, classes. Although the sports cars' engines could be tuned as much as they wanted, and surplus weight removed, they still had to be fitted with lamps and wings. Even so, several were also entered in the racing car class, while LW Avery entered his little LA Special in four of the five classes. A condition of the loan of the hill, for the first events at least, was that there should be no practicing. Most drivers took the precaution of walking up the hill beforehand, but not all

The event got underway at 2:50 pm, twenty minutes later than scheduled, RA (Robert) Macdermid opening the hill in his "Cream Cracker" MG. Not having been able to previously drive the course most of the first runs were fairly circumspect, the first incident coming when LJO Bartlett clipped the inside bank of the sharp left-hander at the top of the hill with his front wheel, pitching his 1287cc sports MG into the air. Fortunately, it landed all-square, and calmly changing down almost in mid-flight he accelerated over the finish line.

Even before the event had begun, some spectators had had to be moved away from obvious danger points. However as more arrived during the afternoon – the fine weather attracted a reported 4,000 crowd – many of them strayed into dangerous positions in the search for a good viewing point, so proceedings had to be halted while they were moved to safer places.

Getting under way again, the next car up, Franklin Coombs' 2-litre sports Caesar Special then arrived at the final bend much too fast, got into a slide, half-rolled, throwing out the driver (fortunately without injury) and struck the bank heavily, severely damaging the car. Another to come to grief after charging the bank at the top corner was MH Taylor's 1.5-litre supercharged Alta; not having even walked the course Taylor later explained that he didn't know there was a corner!



Right: Coombs begins his accident

In the interval between runs Macdermid, already having a clear advantage in the 850cc sports car class, bolted a supercharger onto his 847cc MG to tackle the racing cars. Despite clipping four seconds off his earlier time, he still had to give best to George Hartwell's racing MG Magnette (1071cc supercharged), who clocked best time of day in 26 seconds dead to establish the first hill record. Class winners were Ivo Peters (1500cc Frazer Nash), and West Hants LCC members S Curry (Ford V8 saloon) and LW Avery. The last car came up at 6 pm to complete a thoroughly enjoyable afternoon's sport, while a collection had raised 17 pounds for Bristol Children's Hospital.

1935 Results

Best time of Day - GR Hartwell (1071s MG) 26.0 sec
Runner up - RA Macdermid (847s MG) 28.5 sec
Sports car classes
Upto 850cc - 1st RA Macdermid (847 MG) 32.7 sec; 2nd CC Evans (847 MG) 35.7 sec
Upto 1100cc - 1st LW Avery (1087 Avery Special) 32.4 sec; 2nd RA Macdermid (847 MG) 32.7sec
Upto 1500cc - 1st IOF Peters (1497 Frazer Nash) 31.0 sec; 2nd LW Avery (1087 Avery Special) 32.4 sec
Upto 4000cc - 1st S Curry (3622 Ford V8) 30.6 sec; 2nd IOF Peters (1497 Frazer Nash) 31.0 sec
Racing car class
Upto 4000cc - 1st GR Hartwell (1071s MG) 26.0 sec; 2nd RA Macdermid (847s MG) 28.5 sec

See Appendix for complete 1935 entry list and times.

1936

Following the spectator control problems of 1935 the Club made extra efforts for their second meeting at Backwell, arranged for Saturday 25th July 1936. No spectators at all were allowed on the right hand side of the track (going upwards), while fencing was erected on the left hand side, where the ground tended to rise away from the track, to keep them away from the edge. This also kept them on the inside of the tighter bends. The event programme (price 6d.) also placed great emphasis on the safety arrangements and, mindful of William Garnett's generosity in loaning the venue also exhorted the plea "DO NOT DAMAGE THE FOLIAGE." To further cater for the general public loudspeakers were set up, and the programme also explained how the event worked, i.e. cars were lined up with their front wheels 2 feet behind a tape stretched across the track. On starting the cars would break the tape, triggering the electrical timing equipment. At the top of the hill breaking another tape stopped the clock, and times were recorded to the nearest 1/10th of a second.

To broaden the event's appeal to the English motorsport world there were now eight classes for racing cars in addition to four for sports cars, and the Bugatti OC and Cambridge University AC were added to the list of invited clubs. As before cars could be entered in several classes (7/6d. for the first class, and 5/- for subsequent classes) but would still only have two runs, and again practice was not allowed.

This year's event attracted some of the more well-known names of British motor sport; the Bolster brothers with their Specials, Robin Jackson in an Alta and Austin works driver Bert Hadley, plus the Alfa Romeos of Home Kidston and Viscount Curzon, all being listed in the programme. One entrant presumably not disadvantaged through lack of practice was William Garnett's son James, in a Railton, on literally his home event. In all there were nearly 40 competitors, over 50% in the racing car classes, and ten being Bristol members, with over 70 entries spread over the twelve classes.

Although the day had dawned ideal, rain set in at 11 am, but despite that a large crowd turned up for the 2.30 pm start. The hill was opened by Austin works driver Pat Driscoll in the latest ohv twin-cam Austin racer who did two demonstration runs, firstly at a slow pace, and then a high-speed run clocking 30.0 secs.

First competitor up was RA Macdermid in his 847s MG, who then had to immediately descend to take a run in his second entry, an MG Magnette. In the racing car classes Robin Jackson, in a 747s MG rather than the Alta originally entered, Bert Hadley (sidevalve Austin) and George Hartwell (MG Magnette) all performed well, and John Bolster was quickest in 'Bloody Mary' in 27.2 sec, in the wet conditions some way off hill record pace.

The top corner again caught out the unwary, excess speed and the slippery surface resulting in three cars colliding with the outside bank. WC Smith (Bentley sports) ended up with both offside wheels up over the sandbags, Jan Breyer did considerable damage to the front end of Salome, and Hugh Dunsterville, debuting the Freikaiserwagen, smashed the offside rear wheel, but still managed to limp over the finish line for second in class.

After an interval when all cars returned to the bottom paddock, nine-year-old Peter Maclure, the younger brother of Riley works driver Percy, went up the hill in a miniature Riley racing car (with 95cc two-stroke engine) recording 75 seconds. Then Pat Driscoll set off again in the supercharged Austin racer to open the second half of the meeting. By now the rain had stopped and the road began to dry, but considerable stretches underneath the overhanging trees were still treacherously wet. Driscoll, evidently out to better the hill record set off at great pace but on rounding the last bend but one before the top he crashed badly, the car shooting off the road, hitting a tree and overturning. Driscoll was thrown out and not wearing a crash helmet was badly hurt, suffering a fractured skull. Although he later recovered, he never raced again.

On resumption, times were generally slower than before, although Macdermid managed to improve by 3 seconds in his Magnette to take the cup for fastest sports car. John Bolster equalled his first time, for fastest time of the day. Owing to the peculiarities of the class and entries system Robin Jackson and Bert Hadley were 1st and 2nd in all five supercharged racing car classes, while Ivo Peters' Frazer Nash was successful in three of the sports car AND two of the unsupercharged racing car classes.

The meeting was over by 6.30 pm, and this year 18 pounds was collected for Bristol Children's Hospital. Although marred by Driscoll's accident, and despite the weather, the second Backwell hillclimb was deemed to have been a fine meeting.

Backwell Hillclimbs 1935-39

1936 Results

Best time of Day – JV Bolster (1962 Bolster Special 'Mary') 27.2 sec
Best time of Day Sports cars - RA Macdermid (1408s MG) 29.5 sec (<i>new sports car record</i>)
Additional Class winners*
RA Macdermid (847s MG) 30.8 sec; Ivo Peters (1496 Frazer Nash) 30.0 sec; FG Rossiter (1922 AC Special) 30.0 sec; RR Jackson (747s MG) 29.1 sec; DL Glegg (1096 Dorcas) 33.1 sec.
*Winners of individual classes differ in the results listed in the Motor and the Autocar magazines, and may have been affected by RR Jackson's change of car.

See Appendix for complete 1936 entry list and times.

1937

For the 1937 event on 3rd July there were major improvements to the track, thanks to the generosity of William Garnett. The whole hill had been re-tarred, widened, and the original adverse cambers tipped up to positive, at a cost of 700 pounds. For spectators there was an enclosure for about 500 over a 150 yard stretch by the tricky top bend, for a cost of 2 shillings each, viewing on the rest of the hill being free, although parking charges were 1 shilling for cars and 6d for motor-cycles. A programme was 6d. By no means a permanent venue, all the fixtures and fittings had to be removed immediately following the event.

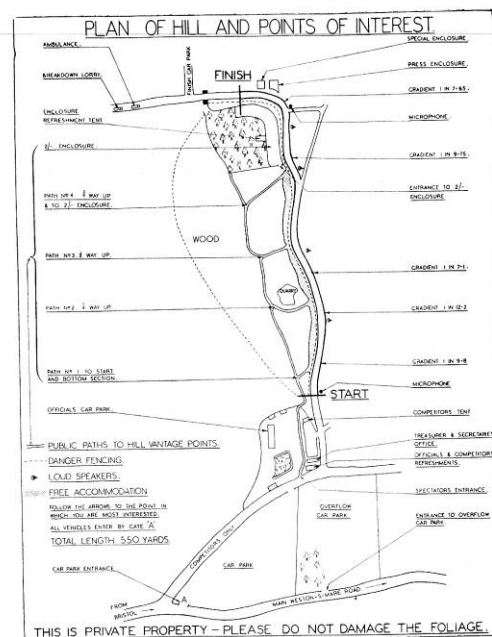
For the first time practicing was allowed, between 10 and 11.30 in the morning, the value of this becoming apparent with the lack of major accidents in the afternoon.

Despite all these improvements there were only 26 competitors entered (15 being Club members), with 35 entries spread over eight classes, the low number being partially attributed to clashing Speed Trials at Brooklands. Some loose chippings and dust from the new surface slowed the early climbs slightly, but during the afternoon the old hill record was broken five times by George Hartwell (MG), Dennis Evans (MG), David Fry in the revamped Freikaiserwagen and John Bolster. After their two runs Evans and Hartwell were tied on 25.5 sec, third quickest overall, so were given a run-off, Hartwell edging this. Bolster's first run in Bloody Mary was quite spectacular, as described in the Club Journal: *"quite frankly I have never seen anything go off the line and up the straight as John did. The speed up over the 1 in 7 gradient was simply terrific; the car was sliding quite a lot and John's elbows were really working overtime. After a beautiful bit of cornering at the top, he crossed the finishing line in the remarkable time of 23.8 seconds, successfully breaking the hill record by no less than 2.2 seconds."* On his second run he clipped off a further 0.5 sec, to leave the hill record at 23.3 sec, and 1.4 sec clear of David Fry, second fastest.

Among the sports cars, Joan Richmond, on her first visit to Backwell, arrived too late to practice, but performed the hill-opening run, then went on to win her class in her HRG. She was just over a second slower than RA Macdermid, who set a new sports car record of 26.6 sec in his supercharged MG Midget.

Five CAPA cars - stripped 750cc Austin 7s – appeared in the small racing car class, J Kinnersley being the quickest of them ahead of Keith Steadman (who was also listed as the event scrutineer) and Dick Caesar, but they were easily outpaced by Dennis Evans' MG. Ted Halford's new monoposto appeared, powered by an engine specially built by Roland Cross in Bath and incorporating his rotary valve head. Driven by Joan Richmond, a choked petrol pipe prevented her from putting up a fast time.

The improved track and introduction of practice made the event much more acceptable to competitors and, despite the small entry, the 1937 event was financially a success, the Club recouping much of the loss made on their speed trials at Whitchurch earlier in the year. For 1938 the plan was to elevate the status to an Open event.



1937 Results

Best time of Day - JV Bolster (1962 Bolster Special) 23.3 sec (<i>new hill record</i>)
Best Sports car time of Day - RA Macdermid (1292s MG) 26.6 sec (<i>new sports car record</i>)
Sports car classes
Upto 850cc S - 1st WWE Walker (747 Austin) 35.0 sec; 2nd RA Barnwell (1089 Riley) 35.7 sec
Upto 1500cc S - 1st TH Lewin (1408s MG) 29.8 sec; 2nd CH Richardson (939s MG) 32.4 sec
Upto 1500cc - 1st Miss Joan Richmond (1497 HRG) 29.7 sec; 2nd CD Claridge (1496 Frazer Nash) 30.6 sec
Upto 4500cc - 1st EA Halford (1497 HRG) 30.0 sec; 2nd CD Claridge (1496 Frazer Nash) 30.6 sec
Racing car classes
Upto 850cc S - 1st DG Evans (746 MG) 25.5 sec; 2nd J Kinnersley (747 CAPA Special) 34.2 sec
Upto 1100cc - 1st D Fry (1100 Freikaiserwagen) 24.7 sec; 2nd DG Evans (746 MG) 25.5 sec
Upto 1500cc - 1st DG Evans (746 MG) 25.5 sec; 2nd TB O'Reilly (1496 Red Biddy) 28.5 sec
Upto 3000cc - 1st GR Hartwell (1287 MG) 25.5 sec; 2nd DG Evans (746 MG) 25.5 sec

See Appendix for complete 1937 entry list and times.

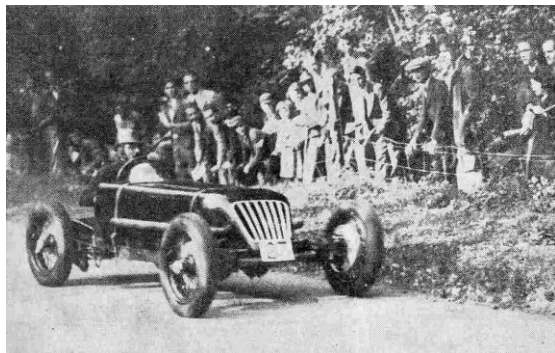
1938

In 1938 the meeting was moved from its usual July date to Saturday 3rd September, when ideal summer weather attracted a crowd of around 3,000 spectators. For the first time it was an Open event, not just restricted to members of a few invited clubs, but still did not attract a large entry, just 29 competitors, of whom three non-started.

In perfect conditions Denis Poore claimed the first of the five sports car classes in his 750cc supercharged MG. Then RA Macdermid improved his sports car record by 0.5 sec in his blown MG T-type, well clear of John Jones' MG and WP Uglow's HRG. Had Ken Hutchison appeared in his V12 Allard it may have been a different story though. Local men in these classes included Joe Fry in a Lancia Aprilia saloon and Tony Taylor's Talbot Ten.

Among the racing cars Dick Caesar debuted his latest special, the 2-litre AC powered Alfi-Capa, but Ben Round was a non-starter in another CAPA special, the 596cc Loci. EGM Wilkes (Wilkes-GN), "*fighting a vicious tailwag*" just before the final bend, claimed the first of the six racing car classes by 0.8 sec from Barry Woodall (in Chatterbox), who had arrived too late for practice and was only able to walk the course before the start. Other racing car winners included JG Clowes' McEvoy Special and, third quickest overall with "*a perfectly judged and beautifully steady climb*", Gordon Glegg in the 4-w-d Dorcas.

The highlight of the day, however, was the battle for Fastest Time of the Day between David Fry in the Freikaiserwagen and John Bolster, this year in his 4-litre four-engined Special. After the first runs Fry was on 24.0 sec, with Bolster 0.3 sec slower. Then, as Light Car magazine reported, "*With all four engines bellowing their challenge to the hill and with the announcer becoming almost apoplectic in his excitement, John Bolster brought the Bolster Special to the line. A perfect getaway – terrific acceleration through the sinusitis of the lower slopes – rear wheels spinning furiously – screaming tyres – violent snaking into and out of the top corner*" Bolster made his second run. With the snaking car narrowly avoiding the stone gateposts just beyond the finish line, he had a new hill record of 23.0 sec. On his final attempt David Fry clipped 0.7s from his earlier time but, despite matching the old hill record, had to settle for second quickest, three tenths behind Bolster.



John Bolster in the Bolster Special

1938 Results

Best time of Day – JV Bolster (3924 Bolster Special) 23.0 sec (<i>new hill record</i>)
Best sports car time of Day - RA Macdermid (1292s MG) 26.1sec (<i>new sports car record</i>)
Sports car classes
Upto 850cc S - 1st RD Poore (747s MG) 28.6 sec
Upto 1100cc - 1st C Campbell (847 MG) 36.0 sec
Upto 1500cc S - 1st RA Macdermid (1292s MG) 26.1sec; 2nd WP Uglow (1497 HRG) 28.3 sec
Upto 1500cc - 1st WP Uglow (1497 HRG) 28.3 sec; 2nd GH Claridge (1496 Frazer Nash) 30.6 sec
Upto 4500cc - 1st JES Jones (1780 MG) 27.9 sec; 2nd WP Uglow (1497 HRG) 28.3 sec
Racing car classes
Upto 1100cc - 1st EGM Wilkes (1086 Wilkes-GN) 27.0 sec; 2nd BW Woodall (1096 Chatterbox) 27.8 sec
Upto 1500cc - 1st GL Glegg (1392 Dorcas) 24.4 sec; 2nd EGM Wilkes (1086 Wilkes-GN) 27.0 sec
Upto 1500cc S - 1st JG Clowes (1496s McEvoy Special) 25.9 sec
Upto 2000cc S - 1st DHC Fry (1097s Freikaiserwagen) 23.3 sec
Upto 3000cc - 1st GL Glegg (1392 Dorcas) 24.4 sec
Upto 4000cc - 1st JV Bolster (3924 Bolster Special) 23.0 sec

See Appendix for complete 1938 entry list and times.

1939

For 1939 the meeting returned to its traditional July date, on Saturday 22nd, although with un-summer like weather, intermittent showers throughout the day never allowing the track to dry. Despite the poor weather a good crowd, reported to be over 3,000, was attracted (admission 1/- per head, 2/- for the special enclosure at the final bend). Once more an Open status event, this year a good entry was attracted for what, unbeknown at the time, was to be the last ever Backwell hillclimb. 37 competitors provided 49 entries spread over nine classes.

Although RE Ansell's powerful ERA was among the racing cars entered, it was Sydney Allard in his V8 engined sports car who mastered the conditions best, using mostly second gear to clock fastest time of the day at 26.2 seconds, just one-tenth over Macdermid's existing sportscar record.

Tricky conditions at the top bend caused several incidents. EGM Wilkes (GN-JAP), second fastest after the first runs (albeit 2 sec off Allard's pace), and going better second time up, grazed the inside bank after the corner, spinning the car round and snapping off a rear hub. Uglow's HRG, Burton's Talbot 105, and JK Meson's Bugatti also clouted the bank, Meson switching to a Frazer Nash for his second run.

For the first time a class for veteran cars (manufactured before 1914) was included, the lone entry being Ronald Lawson, whose Turner Miesse steamer puffed up the hill in a best time of 90.6 seconds. Bagratouni's Alfa Romeo won the 3-litre sports class with the second quickest time of the day, ahead of AE Frost's BMW 328. In the same car Alf Langley, "*who went up with great verve and a trilby hat*", although 0.3 sec slower than owner Frost, took the up to 4500cc sports award, and equalled Ansell's time in the ERA. Joe Fry was consistent in his sports Delahaye, placing just behind another local man, Bobby Price's SS 100.



Among the racing cars, Alfi-Capa, this year in Tony Taylor's hands, picked up a second in class prize, and the Bugatti of R Marston a first. Ansell struggled in the wet with wheelspin with the twin-rear wheeled ERA, and could only manage sixth quickest overall, but won the 1500cc supercharged class (Dowson's Lightweight Special didn't appear). Despite only managing one run Wilkes took a class win and was third quickest overall, while second fastest was P Neale in his AC-engined ACN.

Left: Sydney Allard (photo by Jan Breyer, courtesy of Richard Atkinson)

Backwell Hillclimbs 1935-39

It had however been Allard's day, Sydney collecting the 25 pounds cash prize for fastest time of the day and the silver cup for fastest sports car, then, with wife Eleanor, setting off on the 120 mile run back to London.

1939 Results

Best time of Day - SH Allard (3622 Allard) 26.2 sec
Best Sports car time of Day - SH Allard (3622 Allard) 26.2 sec
Sports car classes
Upto 1500cc - 1st GD Claridge (1496 Frazer Nash) 29.9 sec; 2nd WP Uglow (1497 HRG) 30.2 sec
Upto 1500cc S - 1st WP Uglow (1497 HRG) 30.2 sec; 2nd CSL Burleigh (918s Morris) 31.2 sec
Upto 3000cc S - 1st C Bagratouni (2600s Alfa Romeo) 27.8 sec; 2nd AE Frost (1971 BMW) 28.5 sec
Upto 4500cc - 1st SH Allard (3622 Allard) 26.2 sec; 2nd AH Langley (1971 BMW) 28.8 sec; 3rd J im Thurn (4398 Bentley) 29.6 sec
Veteran Cars – 1st R Lawson (Turner Miesse) 90.6 sec
Racing car classes
Upto 1100cc - 1st EGM Wilkes (981 Wilkes JAP) 28.5 sec; 2nd H Richards (1089 Riley) 29.1 sec
Upto 1500cc - 1st P Neale (1991 ACN) 28.1 sec; 2nd EGM Wilkes (981 Wilkes JAP) 28.5 sec
Upto 1500cc S - 1st RE Ansell (1488s ERA) 28.8 sec; 2nd N Green (1089 Ford) 30.3 sec
Upto 4000cc - 1st SH Allard (3622 Allard) 26.2 sec; 2nd R Marston (1990 Bugatti) 29.8 sec; 3 rd WA Taylor (1990 Alfi-Capa) 32.4 sec

See Appendix for complete 1939 entry list and times.

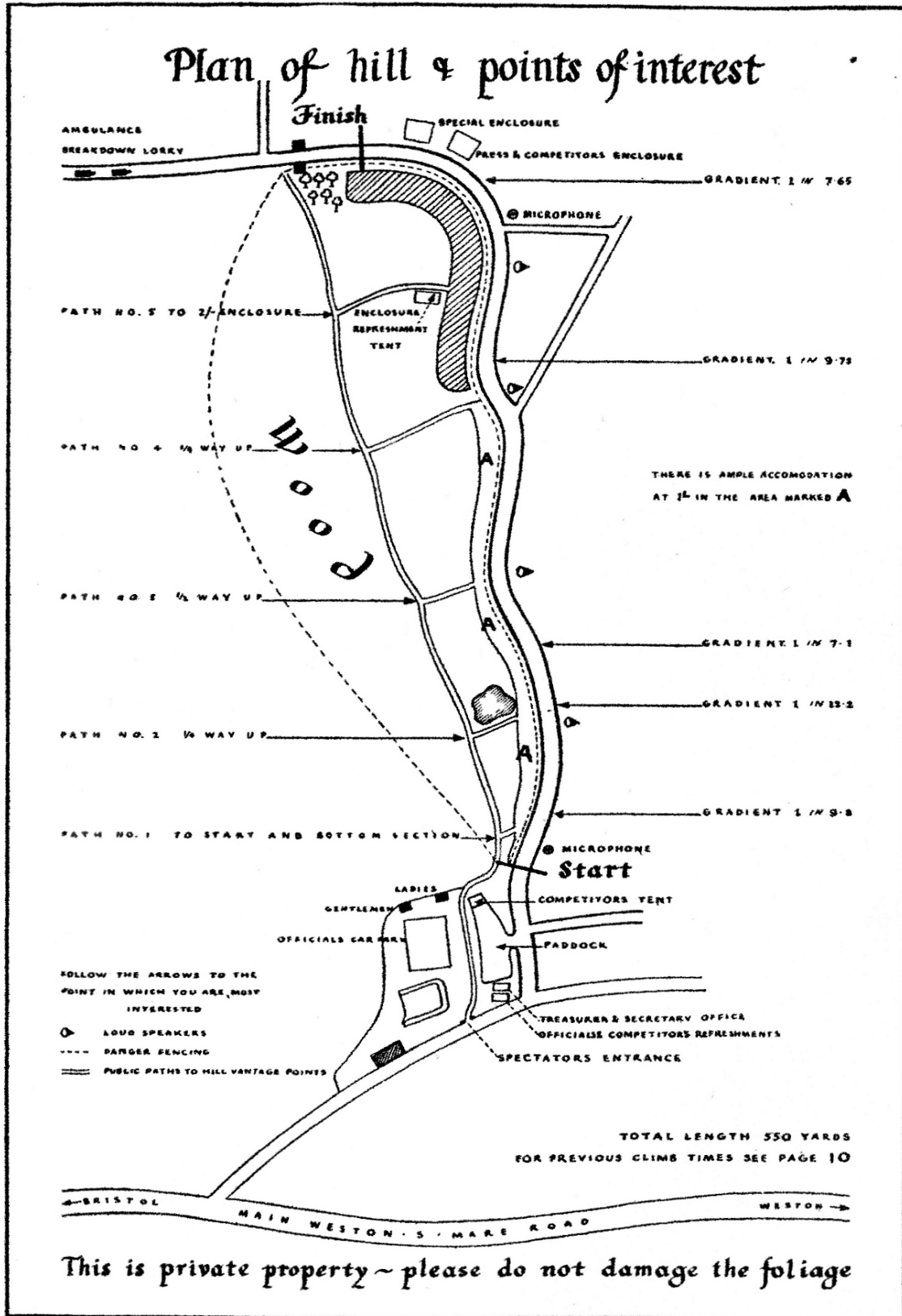
≈ ≈ ≈

Two months after the 1939 event the outbreak of World War 2 brought motor sport in the UK to a halt.

Thanks to the generosity and support of William Garnett, by 1939 Backwell had become a well established, annual, event on the Westcountry and British motor sport calendar. Post-war the event was not revived. Later the estate changed hands, and the hill has not been used for motor sport since.

The outright hill record still stands to John Bolster (Bolster Special) in 23.0 seconds, and the sports car record to Robert Macdermid (MG) in 26.1 seconds, both set on 3rd September 1938.

*Pete Stowe
January 2021*



Track plan from 1939 event programme

APPENDIX**1935 Entry List and Times**

No.	Driver	Club	Car	Reg. No.	cc	1 st Run	2nd Run	Best time	Class position
Class A - Upto 850cc									
1	RA Macdermid	MG CC	MG		847	32.7s	-	32.7s	1
4	CC Evans	Bristol	MG		847		35.7s	35.7s	2
3	BHM Winslett	Bristol	MG	AHU 503	847				
2	KV Baillie Hill	MG CC	MG		847				
Class B - Sports Cars upto 1100cc									
6	LW Avery	W. Hants	LA Special		1087	34.5s	32.4s	32.4s	1
1	RA Macdermid	MG CC	MG		847	32.7s	-	32.7s	2
4	CC Evans	Bristol	MG		847		35.7s	35.7s	
3	BHM Winslett	Bristol	MG		847				
5	TCG Butler	Bristol	Singer		972				
7	A Langfield	Bristol	Riley		1089				
Class C - Sports Cars upto 1500cc									
9	IOF Peters	Bristol	Frazer Nash		1496			31.0s	1
6	LW Avery	W. Hants	LA Special		1087	34.5s	32.4s	32.4s	2
1	RA Macdermid	MG CC	MG		847	32.7s	-	32.7s	
8	JC Ridley	SUNBAC	Triumph		1232		32.7s	32.7s	
10	EP Butler	Bristol	Wolseley Hornet		1271				
24	LJO Onslow Barnett	W. Hants	MG		1287				
25	WA Taylor	Bristol	Morris		1200				
Class D - Sports Cars upto 4000cc									
23	S Curry	W.Hants	Ford		3622	31.6s	30.6s	30.6s	1
9	IOF Peters	Bristol	Frazer Nash		1496			31.0s	2
15	JA Elliott	W.Hants	Ford		3621	31.5s			
6	LW Avery	W. Hants	LA Special		1087	34.5s	32.4s	32.4s	
8	JC Ridley	SUNBAC	Triumph		1232		32.7s	32.7s	
12	AVT Wiltshire	Bristol	Triumph		1991				
14	CJF Coombs	Bristol	Caesar Special		1996	fail	-	-	
16	EW Butler	Bristol	Bentley		3500				
24	LJO Onslow Barnett	W. Hants	MG		1287				
*	KDM Marandez		Marende Special						

Backwell Hillclimbs 1935-39

/1935 contd.

No.	Driver	Club	Car	Reg. No.	cc	1st Run	2nd Run	Best time	Class position
Class E - Racing Cars upto 4000cc									
19	GR Hartwell	W.Hants	MG		1071s	26.0s		26.0s	1
17	RA Macdermid	MG CC	MG		847s	-	28.5s	28.5s	2
6	LW Avery	W. Hants	LA Special		1087	34.5s	32.4s	32.4s	
11	JM Wintour	Bristol	Aston Martin		1496				
14	CJF Coombs	Bristol	Caesar Special		1996	fail	-	-	
16	EW Butler	Bristol	Bentley		3500				
18	LB Dyball	MG CC	MG		847s				
20	RH Green	Bristol	Lea Francis		1496s				
21	ARB Round	Bristol	Lea Francis		1496s				
22	MH Taylor	Bristol	Alvis		1500	fail			

* Not listed in event programme.

Clubs: Bristol - Bristol Motor Cycle & Light Car Club, MG CC - MG Car Club, SUNBAC - Sutton Coldfield & North Birmingham Automobile Club, W.Hants – West Hants Light Car Club

1935 Event Officials

Clerk of the Course: FEB Fellowes. Secretary of the Meeting: EW Densham. Timekeeper: E Gill. Chief Marshal: RF Gould. Starter: KB Steadman. Scrutineer: S Jenkins. Announcer: WHN Cooper.

Entry details are from the official event programme, results and other event details obtained from the Light Car, Motor, Autocar, Western Daily Press and Bristol Evening World reports.

1936 Entry List and Times

No.	Driver	Club	Car	Reg. No.	cc	1st Run	2nd Run	Best time	Class position
Class B - Sports Cars upto 850cc supercharged									
1	RA Macdermid	MG CC	MG		847s	33.5s	30.8s	30.8s	1
2	JA Bastock	MG CC	MG		847s			33.4s	2
3	TCG Butler	Bristol	MG		847s				
4	AJ Lambert	SUNBAC	MG		847s				
5	CD Buckley	SUNBAC	Austin		747s				
Class D - Sports Cars upto 1500cc supercharged									
11	RA Macdermid	MG CC	MG		1408s			29.5s	1
17	Ivo Peters	Bristol	Frazer Nash		1496			30.0s	2
18	G Bagratouni	Bristol	MG		1287			30.4s	3
5	CD Buckley	SUNBAC	Austin		747s				
9	JFE Rawlings	SUNBAC	MG		1287s				
10	J Lucy	MG CC	MG		939s				
12	LF Rolfe	MG CC	Singer		972s				
Class E - Sports Cars upto 1500cc unsupercharged									
17	Ivo Peters	Bristol	Frazer Nash		1496			30.0s	1
18	G Bagratouni	Bristol	MG		1287			30.4s	2
19	JG Fry	CUAC	Frazer Nash		1496				
20	CC Evans	Bristol	MG		1287				

Backwell Hillclimbs 1935-39

/1936 contd.

No.	Driver	Club	Car	Reg. No.	cc	1 st Run	2nd Run	Best time	Class position
Class F - Sports Cars upto 4500cc unsupercharged									
17	Ivo Peters	Bristol	Frazer Nash		1496			30.0s	1
25	FG Rossiter	SUNBAC	AC Special		1922			30.0s	1
18	G Bagratouni	Bristol	MG		1287			30.4s	3
23	K Hutchison	SUNBAC	Ford		3622				
24	KW Bear	BOC	Bugatti		3255				
26	WG Smith	Bristol	Bentley		2996	fail			
27	W Roberts	Bristol	SS		2663				
28	JC Cavendish	CUAC	Ford		3622			33.9s	
38	Lt. JN Garnett, RN	Bristol	Railton		4168				
Class G - Racing Cars upto 850cc supercharged									
*	RR Jackson	CUAC	MG		747s	29.1s		29.1s	1
7	HL Hadley	SUNBAC	Austin		747s			29.2s	2
6	DG Evans	MG CC	MG		746s			29.7s	3
1	RA Macdermid	MG CC	MG		847s	33.5s	30.8s	30.8s	4
2	JA Bastock	MG CC	MG		847s			33.4s	
8	JA Elliott	WHants	Austin		747s				
Class H - Racing Cars upto 1100cc unsupercharged									
15	DL Glegg	BOC	Dorcas-4-Drive		1096	33.1s		33.1s	1
16	HE Dunsterville (Entrant: D Fry)	Bristol	Freikaiserwagen		1096	39.2s	-	39.2s	2
14	JE Breyer	CUAC	Salome-JAP		1090	fail			
Class J - Racing Cars upto 1100cc supercharged									
*	RR Jackson	CUAC	MG		747s	29.1s		29.1s	1
7	HL Hadley	SUNBAC	Austin		747s			29.2s	2
6	DG Evans	MG CC	MG		746s			29.7s	3
22	RVC Bolster	CUAC	Bolster Special		1087s			30.0s	4
8	JA Elliott	WHants	Austin		747s				
21	GBC Sumner	BOC	Sumner-JAP		998s				
Class K - Racing Cars upto 1500cc unsupercharged									
17	Ivo Peters	Bristol	Frazer Nash		1496			30.0s	1
18	G Bagratouni	Bristol	MG		1287			30.4s	2
15	DL Glegg	BOC	Dorcas-4-Drive		1096	33.1s		33.1s	3
14	JE Breyer	CUAC	Salome-JAP		1090	fail			
Class L - Racing Cars upto 1500cc supercharged									
*	RR Jackson	CUAC	MG		747s	29.1s		29.1s	1
7	HL Hadley	SUNBAC	Austin		747s			29.2s	2
11	RA Macdermid	MG CC	MG		1408s			29.5s	
6	DG Evans	MG CC	MG		746s			29.7s	
17	Ivo Peters	Bristol	Frazer Nash		1496			30.0s	
32	G Hartwell	WHants	MG		1297s			30.0s	
21	GBC Sumner	BOC	Sumner-JAP		998s				
30	GEL Walker	CUAC	Bugatti		1496s				
31	WG Smith	Bristol	Lea Francis		1496s	30.3s			
29*	RR Jackson	CUAC	Alta		1490s				

Backwell Hillclimbs 1935-39

/1936 contd.

No.	Driver	Club	Car	Reg. No.	cc	1st Run	2nd Run	Best time	Class position
Class M - Racing Cars upto 2000cc supercharged									
*	RR Jackson	CUAC	MG		747s	29.1s		29.1s	1
7	HL Hadley	SUNBAC	Austin		747s			29.2s	2
6	DG Evans	MG CC	MG		746s			29.7s	
17	Ivo Peters	Bristol	Frazer Nash		1496			30.0s	
32	G Hartwell	WHants	MG		1297s			30.0s	
30	GEL Walker	CUAC	Bugatti		1496s				
29*	RR Jackson	CUAC	Alta		1490s				
Class N - Racing Cars upto 3000cc unsupercharged									
34	JV Bolster	CUAC	Bolster ("Mary")		1962	27.2s	27.2s	27.2s	FTD
17	Ivo Peters	Bristol	Frazer Nash		1496			30.0s	1
25	FG Rossiter	SUNBAC	AC Special		1922			30.0s	1
18	G Bagratouni	Bristol	MG		1287			30.4s	3
15	DL Glegg	BOC	Dorcas-4-Drive		1096	33.1s		33.1s	
33	RD Caesar	Bristol	Caesar Special		1991				
Class O - Racing Cars upto 3000cc supercharged									
*	RR Jackson	CUAC	MG		747s	29.1s		29.1s	1
7	HL Hadley	SUNBAC	Austin		747s			29.2s	2
6	DG Evans	MG CC	MG		746s			29.7s	
17	Ivo Peters	Bristol	Frazer Nash		1496			30.0s	
32	G Hartwell	WHants	MG		1297s			30.0s	
36	Viscount Curzon	CUAC	Alfa-Romeo		2300s			32.0s	
35	Lt. Home Kidston, RN	BOC	Alfa-Romeo		2405s			32.9s	
30	GEL Walker	CUAC	Bugatti		1496s				
37	NS Brockelbank	BOC	Bugatti		2263s				
29*	RR Jackson	CUAC	Alta		1490s				

* RR Jackson was listed in the programme as number 29, 1490cc supercharged Alta, however all reports refer to him competing in a 747cc supercharged MG; it is not clear exactly which classes he remained entered in.

Clubs: Bristol - Bristol Motor Cycle & Light Car Club, BOC – Bugatti Owners Club, CUAC – Cambridge University Automobile Club, MG CC - MG Car Club, SUNBAC - Sutton Coldfield & North Birmingham Automobile Club, W.Hants – West Hants Light Car Club

1936 Event Officials									
Clerk of the Course and Secretary of the Meeting: EW Densham. Timekeeper: E Gill. Chief Marshal: CH King. Starters: S Hodges, W Trotman. Scrutineer: BHM Winslett. Announcer: WHN Cooper.									

Entry details are from the official event programme, results and other event details obtained from the Light Car, Motor, Autocar and Western Daily Press reports.

1937 Entry List and Times

No.	Driver	Club	Car	Reg. No.	cc	1st Run	2nd Run	Best time	Class position
Class B - Sports Cars upto 850cc supercharged									
2	WWE Walker	Bristol	Austin		747	35.9s	35.0s	35.0s	1
3	RA Barnwell	Bristol	Riley		1089	35.9s	35.7s	35.7s	2
1	RD Poore	CUAC	MG*		746s				*
4	TDK	Bristol	Riley Imp		1089				

Backwell Hillclimbs 1935-39

/1937 contd.

No.	Driver	Club	Car	Reg. No.	cc	1st Run	2nd Run	Best time	Class position
Class D - Sports Cars upto 1500cc supercharged									
7	RA Macdermid	Bristol	MG		1292s	29.4s	26.6s	26.6s	FTD Sports
5	TH Lewin	MG CC	MG		1408s	30.6s	29.8s	29.8s	1
6	CH Richardson	MG CC	MG		939s	32.4s	33.3s	32.4s	2
1	RD Poore	CUAC	MG*		746s	44.7s			*
**	HG Dunsterville	Bristol	MG		747s	35.0s			
Class E - Sports Cars upto 1500cc unsupercharged									
11	Miss Joan Richmond	NWLMC	HRG		1497	32.0s	29.7s	29.7s	1
10	CD Claridge	NWLMC	Frazer Nash		1496	31.3s	30.6s	30.6s	2
9	Miss EL Redfern	NWLMC	HRG		1496	31.9s	31.1s	31.1s	3
8	JES Jones	Bristol	MG		1292	33.2s	31.8s	31.8s	4
Class F - Sports Cars upto 4500cc unsupercharged									
12	EA Halford	NWLMC	HRG		1497	31.0s	30.0s	30.0s	1
10	CD Claridge	NWLMC	Frazer Nash		1496	31.3s	30.6s	30.6s	2
9	Miss EL Redfern	NWLMC	HRG		1496	31.9s	31.1s	31.1s	3
8	JES Jones	Bristol	MG		1292	33.2s	31.8s	31.8s	4
Class G - Racing Cars upto 850cc supercharged									
14	DG Evans	MG CC	MG		746	26.7s	25.5s	25.5s	1
19	J Kinnersley	Bristol	CAPA Special		747	36.3s	34.2s	34.2s	2
15	KB Steadman	Bristol	CAPA Special		747	34.9s	38.6s	34.9s	3
18	RD Caesar	Bristol	CAPA Special		747	38.1s	37.8s	37.8s	4
16	TDK	Bristol	CAPA Special		747	39.6s	37.9s	37.9s	5
17	Peter Black	Bristol	CAPA Special		747	39.9s	38.6s	38.6s	6
Class J - Racing Cars upto 1100cc unsupercharged									
21	D Fry	Bristol	Freikaiserwagen		1100	25.8s	24.7s	24.7s	1
14	DG Evans	MG CC	MG		746	26.7s	25.5s	25.5s	2
22	HG Dunsterville	Bristol	Borborygmus		1100	35.8s	34.0s	34.0s	3
20	RA Barnwell	Bristol	Jabberwock		933	45.8s	36.6s	36.6s	4
Class K - Racing Cars upto 1500cc unsupercharged									
14	DG Evans	MG CC	MG		746	26.7s	25.5s	25.5s	1
24	TB O'Reilly	CUAC	Red Biddy		1496		28.5s	28.5s	2
10	CD Claridge	NWLMC	Frazer Nash		1496	31.3s	30.6s	30.6s	3
9	Miss EL Redfern	NWLMC	HRG		1496	31.9s	31.1s	31.1s	4
****	Miss Joan Richmond (Entrant: EA Halford)	NWLMC	Halford Cross Rotary		1500				
Class N - Racing Cars upto 3000cc unsupercharged									
25	JV Bolster	CUAC	Bolster Special		1962	23.8s	23.3s	23.3s	FTD
23	G Hartwell	Bristol	MG		1287s	26.7s	25.5s	25.5s	1***
14	DG Evans	MG CC	MG		746s	26.7s	25.5s	25.5s	2***
26	FG Rossiter	Bristol	AC Special		1998				
27	IOF Peters	CUAC	Alfa Romeo		2580				

Times in italics are from a spectator's programme annotations.

#22 Boborygmus was a GN-Alta Special.

* Number 1 RD Poore was listed in the programme in a 746cc MG, however an annotated program has a car change to Ford, with a time recorded for Class D only.

** 'Dunsterville MG' appears as an additional entry in an annotated program, presumably in the sports car class, presumably Hugh Dunsterville's MG PA.

*** Hartwell and Evans were given a third run to decide 1st and 2nd places, Hartwell being quickest in 35.2 sec.

Backwell Hillclimbs 1935-39

**** Not listed in programme. HRG based monoposto with unique 4-cylinder 1.5 litre engine designed and built by Roland Cross with Cross rotary valve head on an aluminium block.

Clubs: Bristol - Bristol Motor Cycle & Light Car Club, BOC – Bugatti Owners Club, CUAC – Cambridge University Automobile Club, MG CC - MG Car Club, NWLMC – North West London Motor Club, SUNBAC - Sutton Coldfield & North Birmingham Automobile Club.

1937 Event Officials
Clerk of the Course and Secretary of the Meeting: EW Densham. Timekeeper: E Gill. Chief Marshals: CH King, MW Vowles, FC England. Starters: J Grout, W Trotman. Scrutineer: KB Steadman. Announcers: GC Ehlers, WHN Cooper.

Entry details and track plan are from the official event programme, results and other event details obtained from the Bristol MC& LCC Journal, Light Car, Motor, Autocar, Motor Sport and Western Daily Press reports.

1938 Entry List and Times

No.	Driver	Club	Car	Reg. No.	cc	1 st Run	2nd Run	Best time	Class position
Class B - Sports cars upto 850cc supercharged									
2	RD Poore		MG		747s	28.6s	30.0s	28.6s	1
1	WWE Walker		Austin		747s	30.1s	30.2s	30.1s	2
Class C - Sports cars upto 1100cc unsupercharged									
4	C Campbell		MG		847	36.1s	36.0s	36.0s	1
3	RA Barnwell		Alta		1074	47.8s	45.5s	45.5s	2
Class D - Sports cars upto 1500cc supercharged									
5	RA Macdermid		MG T-type		1292s	26.1s	26.5s	26.1s	FTD Sports
9	WP Uglow		HRG		1497	28.5s	28.3s	28.3s	1
2	RD Poore		MG		747s	28.6s	30.0s	28.6s	2
30	EH Goodenough		MG PB		939s	29.4s	29.3s	29.3s	3
8	CAN May		MG PB		939s	30.6s	30.3s	30.3s	4
7	SE Mortyn		Frazer Nash		1496	37.2s	33.6s	33.6s	5
6	JK Meson		Bugatti Brescia		1496	46.5s	39.3s	39.3s	6
Class E - Sports cars upto 1500cc unsupercharged									
9	WP Uglow		HRG		1497	28.5s	28.3s	28.3s	1
10	GD Claridge		Frazer Nash		1496	30.6s	30.6s	30.6s	2
13	AW Morrish		MG		1247	32.7s	33.5s	32.7s	3
11	JG Fry		Lancia Aprilia		1352	33.9s	34.5s	33.9s	4
12	WA Taylor		Talbot Ten		1185	36.6s	36.7s	36.6s	5
6	JK Meson		Bugatti Brescia		1496	46.5s	39.3s	39.3s	6
14	GD Claridge		Frazer Nash II		1496	Non-starter			
Class F - Sports cars upto 4500cc unsupercharged									
15	JES Jones		MG		1780	27.9s	27.9s	27.9s	1
9	WP Uglow		HRG		1497	28.5s	28.3s	28.3s	2
16	B Burton		Talbot		2970	30.5s	28.8s	28.8s	3
13	AW Morrish		MG		1247	32.7s	33.5s	32.7s	4
28	JAC Northway		Bentley		4490	30.8s	30.7s	30.7s	5
17	K Hutchison		Allard V12		4378	Non-starter			

Backwell Hillclimbs 1935-39

/1938 contd.

No.	Driver	Club	Car	Reg. No.	cc	1 st Run	2nd Run	Best time	Class position
Class H - Racing cars upto 1100cc unsupercharged									
19	EGM Wilkes		Wilkes-GN		1086	28.8s	27.0s	27.0s	1
20	BW Woodall		Chatterbox*		1096	29.6s	27.8s	27.8s	2
22	RA Barnwell		Jabberwock		933	37.8s	36.1s	36.1s	3
18	LD Atkinson		Jabberwock		933	36.3s	37.8s	36.3s	4
21	ARB Round		Loci-Capa		598	Non-starter			
Class K - Racing cars upto 1500cc unsupercharged									
23	GL Glegg		Dorcas		1392	25.6s	24.4s	24.4s	1
19	EGM Wilkes		Wilkes-GN		1086	28.8s	27.0s	27.0s	2
29	JB O'Reilly		Red Biddy		1498	30.4s		30.4s	3
10	GD Claridge		Frazer Nash		1496	30.6s	30.6s	30.6s	4
14	GD Claridge		Frazer Nash II		1496	Non-starter			
Class L - Racing cars upto 1500cc supercharged									
24	JG Clowes		McEvoy Special		1496s	25.9s	26.3s	25.9s	1
2	RD Poore		MG		747s	28.6s	30.0s	28.6s	2
Class M - Racing cars upto 2000cc supercharged									
25	DHC Fry		Freikaiserwagen		1097s	24.0s	23.3s	23.3s	1
24	JG Clowes		McEvoy Special		1496s	25.9s	26.3s	25.9s	2
Class N - Racing cars upto 3000cc unsupercharged									
23	GL Glegg		Dorcas		1392	25.6s	24.4s	24.4s	1
26	RD Caesar		Alfi-Capa		1996	25.2s	25.3s	25.2s	2
Class P - Racing cars upto 4000cc unsupercharged									
27	JV Bolster		Bolster Special		3924	24.3s	23.0s	23.0s	FTD
23	GL Glegg		Dorcas		1392	25.6s	24.4s	24.4s	1

* Chatterbox: JAP Special

1938 Event Officials
Clerk of the Course and Secretary of the Meeting: E Storey. Timekeeper: E Gill. Scrutineer: J Breyer. Chief Marshals: S Hodges, FC England. Starters: CH King, M Turner. Announcers: GC Ehlers, WHN Cooper.

Entry details are from the official event programme, results and other event details obtained from the Light Car, Motor and Autocar reports.

All times are as published in the Light Car magazine.

1939 Entry List and Times

No.	Driver	Club	Car	Reg. No.	cc	1 st Run	2nd Run	Best time	Class position
Class A - Sports Cars upto 1500cc unsupercharged									
7	GD Claridge		Frazer Nash		1496	29.9s	30.1s	29.9s	1
2	WP Uglow		HRG		1497	30.6s	30.2s	30.2s	2
3	AW Morrish		MG		1247	33.0s	33.5s	33.0s	3
8	HE Cleaverley		MG		1292	34.0s	33.9s	33.9s	4
10	AVT Wiltshire		Fiat	KMP 365	1098	34.0s	34.0s	34.0s	5
9	LD Atkinson		Riley		1087	39.0s	37.7s	37.7s	6
6	AF Lefevre		Morgan		1100	38.9s	38.2s	38.2s	7
5	JK Meson		Bugatti / (Frazer Nash)*		1496	38.2s	*39.0s	38.2s	8
4	RB Weber		Riley		1089	44.5s	42.6s	42.6s	9
11	WJ Mobbs		MG		847	non-starter			

Backwell Hillclimbs 1935-39

/1939 contd.

No.	Driver	Club	Car	Reg. No.	cc	1st Run	2nd Run	Best time	Class position
Class B - Sports Cars upto 1500cc supercharged									
2	WP Uglow		HRG		1497	30.6s	30.2s	30.2s	1
14	CSL Burleigh		Morris 8	CCV982	918s	31.2s	31.8s	31.2s	2
12	CH Richardson		MG		939s	-	-		
Class C - Sports Cars upto 3000cc supercharged									
15	C Bagratouni		Alfa Romeo		2600s	28.5s	27.8s	27.8s	1
16	AE Frost		BMW		1971	28.5s	29.0s	28.5s	2
2	WP Uglow		HRG		1497	30.6s	30.2s	30.2s	3
14	CSL Burleigh		Morris 8	CCV982	918s	31.2s	31.8s	31.2s	4
6	AF Lefevre		Morgan		1100	38.9s	38.2s	38.2s	5
Class D - Sports Cars upto 4500cc unsupercharged									
17	SH Allard		Allard	FGP 750	3622***	26.6s	26.2s	26.2s	FTD Sports
21	AH Langley		BMW		1971	28.8s	28.8s	28.8s	1
23	J. im Thurn		Bentley		4398	30.4s	29.6s	29.6s	2
19	RD Price		SS 100		3600	29.6s	30.1s	29.6s	3**
2	WP Uglow		HRG		1497	30.6s	30.2s	30.2s	4
22	B Burton		Talbot 105		2970	30.5s	-	30.5s	5
18	JG Fry		Delahaye	FGY 268	3500	31.0s	31.0s	31.0s	6
24	GD Claridge		Frazer Nash		2300	31.6s	32.8s	31.6s	7
3	AW Morrish		MG		1247	33.0s	33.5s	33.0s	8
20	JB Laing		Brough Superior		4200	37.7s	36.9s	36.9s	9
25	LD Atkinson		Standard		2500	40.4s	39.2s	39.2s	10
4	RB Weber		Riley		1089	-	-		
Class E - Veteran Cars (pre-1914)									
1	R Lawson		Turner Miesse	GHT 673		100.0s	90.6s	90.6s	1
Class F - Racing Cars upto 1100cc unsupercharged									
26	EGM Wilkes		Wilkes JAP		981	28.5s	-	28.5s	1
28	H Richards		Riley		1089	29.1s	31.0s	29.1s	2
30	JB Webb		Riley		1098	33.2s	30.6s	30.6s	3
10	AVT Wiltshire		Fiat		1098	34.0s	34.0s	34.0s	4
29	LRH Boulter		Boulter Special		700	46.3s	63.7s	46.3s	5
27	TV Spiller		Fiat Special		570	-	-		
Class G - Racing Cars upto 1500cc unsupercharged									
31	P Neale (Entrant: H Bagott)		CAN****		1991	28.1s	28.1s	28.1s	1
26	EGM Wilkes		Wilkes JAP		981	28.5s	-	28.5s	2
7	GD Claridge		Frazer Nash		1496	29.9s	30.1s	29.9s	3
32	W Brabaek		Red Biddy		1498	-	32.2s	32.2s	4
Class H - Racing Cars upto 1500cc supercharged									
35	RE Ansell		ERA		1488s	28.8s	29.8s	28.8s	1
40	N Green		Ford		1089	30.7s	30.3s	30.3s	2
33	JE Clowes		McEvoy Special		1498s	32.5s	30.6s	30.6s	3
34	JMP Dowson		Lightweight Special		747s	-	-		

Backwell Hillclimbs 1935-39

/1939 cont.

No.	Driver	Club	Car	Reg. No.	cc	1st Run	2nd Run	Best time	Class position
Class K - Racing Cars upto 4000cc unsupercharged									
17	SH Allard		Allard	FGP 750	3622***	26.6s	26.2s	26.2s	FTD
36	R Marston		Bugatti		1990	30.0s	29.8s	29.8s	1
38	WA Taylor		Alfi-Capa		1990	30.8s	32.4s	30.8s	2
24	GD Claridge		Frazer Nash		2300	31.6s	32.8s	31.6s	3
37	CD Weatherhead (Entrant: R Marston)		Bugatti		1990	34.7s	-	34.7s	4

* Number 5 Meson's second run time was set using a Frazer Nash.

** Despite recording the same best time as number 23, it is not obvious why number 19 was not awarded 2nd prize in this class in the official results.

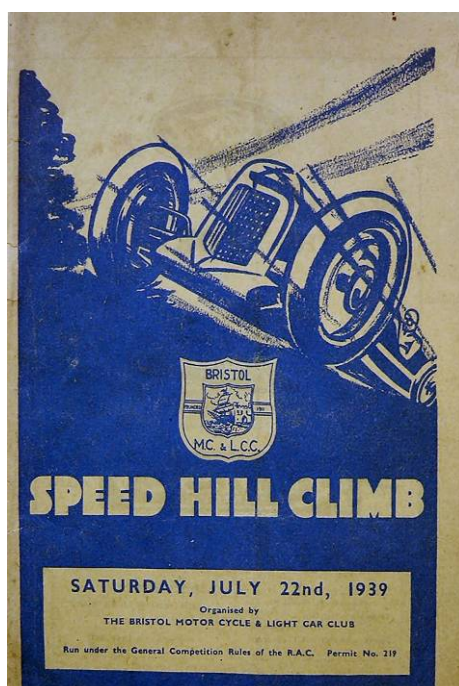
*** Although listed in the Programme as 3622cc, David Kinsella in 'Allard' states that in June 1939, i.e. before Backwell, FGP 750 had been fitted with an enlarged Ford V8 of 4.4 litres.

**** The CAN was the Abbott-Nash chassis with a 1991cc AC 6-cylinder engine.

Event Officials

Clerk of the Course and Secretary of the Meeting: TCG Butler. Timekeeper: E Gill. Chief Marshals: S Hodges, MW Vowles. Starters: M Turner, AL Green. Scrutineer: RA Macdermid. Commentator: FJ Findon.

Entry details and track plan are from the official event programme and results sheets and other event details obtained from the Light Car, Motor, Autocar, Motor Sport and Western Daily Press reports.



Backwell Hill location: Coordinates: 51.401 N 2.737 W

≈ ≈ ≈

Westcountry Motorsport History

Website <https://bpmc.org.uk/petestowe/wmh.htm>

petestowe @ talktalk.net