

# **BIRDLIP HILLCLIMBS**

## **Gloucestershire**

### **1906-1907 & 1924**

Five miles to the east of the city of Gloucester the old road to Cirencester curves up the steep incline of the Cotswold ridge to the village of Birdlip, providing panoramic views across the River Severn to the Welsh mountains beyond. Birdlip Hill is one of the steepest in England, with a 1 in 5.5 (18%) gradient at its maximum, and at the beginning of the 20<sup>th</sup> Century, when motoring was still in its infancy, it provided a severe test to the vehicles of the time.

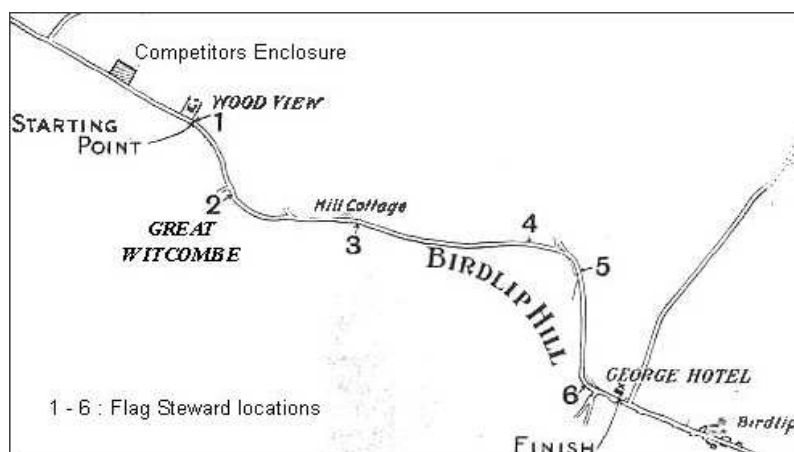
While it was a challenge to any motorist, its first use as part of a motor-sporting contest occurred in 1905 when it formed part of the route for the Six-day motorcycle trial run by the Auto-Cycle Club. On Tuesday 15<sup>th</sup> August thirty-one competitors en-route from Worcester to Bristol faced its challenge – untimed – and nearly all failed to reach the top without pedalling or dismounting and pushing. The event included a class for passenger machines, and the only one to reach the top with ease was Wilbur Gunn in his 10hp Lagonda Tri-Car, aided by its 3-speed gearbox; most solo motorcycles of the time were just single speed.

In the early 1900s ownership of motor cars was beginning to spread, and early owners keen to share their interest formed motor clubs. The Gloucestershire Automobile Club had been formed in 1903 and the Bristol & District Automobile Club the following year. Early in 1905 these two young clubs combined to create the Bristol and Gloucestershire Automobile Club. First events comprised social meetings and runs, but in the summer of 1906 they embarked on their first competitive event, a speed hillclimb up Birdlip Hill, the first such event to be held in the county.

## **1906**

### **Bristol & Gloucestershire AC - 30<sup>th</sup> June**

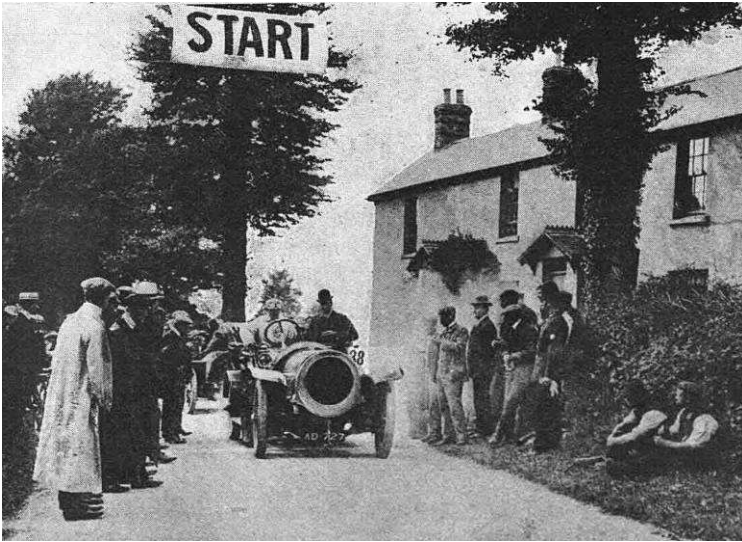
The course chosen started just south of the village of Little Witcombe, by Woodview Cottage, and ran for 1960 yards to finish opposite the Royal George Hotel in Birdlip village. The greatest gradient came just over halfway up the hill, with several other stretches almost as steep; average gradient was 1 in 9.38 (10%), and the total rise 627 feet.



The event, on Saturday 30<sup>th</sup> June, was for cars only, divided into three classes according to their cost. Entry was confined to residents of Bristol and Gloucestershire, with the entry fee automatically providing club membership. Positions and awards were to be decided by a formula taking into account cars' number of cylinders, bore and stroke, rated horsepower, weight and time, but a silver cup was also on offer for the fastest actual time.

A total of 49 entries were received, spread fairly evenly over the three classes, and comprised a mix of private owners and of local motor traders, no doubt keen to demonstrate the capabilities of their wares.

Weather on the day was fine and the unsurfaced road in good condition – recent rain having rendered it relatively dust free. Cars ran singly from a standing start to a flying finish, and by the afternoon a good crowd of spectators had assembled, especially by the finish, many having walked from Gloucester or Cheltenham, with local police on hand to manage the course.



Although scheduled to start at 11.30 am, the first cars got away at midday. HUMBERS dominated the smaller class on speed, with Thomas Young in Cheltenham agent Henry Norton's 10/12 hp model quickest in 4m 23s (15.25 mph average). He would also have won the class on formula, but was later disqualified for "a discrepancy in weights". Instead, the gold medal went to the De Dion of Aubrey Le Blond, and silver to Wilfred Bridges' Rover. It was notable that despite the severity of the climb, all the cars in this class, i.e. the lower powered cars, successfully reached the top.

*HG Norton's 30/40 hp Humber leaving the start.*

In the medium, £300-£550, class Sydney Vickridge in the HG Norton 16/20hp Humber proved quickest, but the awards on formula went to the Clement Talbots of Ralph Arnison, in Edward Stretton's 10-12hp model, and the 12-16 of Captain Tudor Owen. Several in this class hit problems and failed to complete the climb however, with the most dramatic incident of the day befalling the Humber of John Stroud. The Gloucestershire Echo graphically explained: "when the driver tried to change gear the vehicle ran back down the hill. Mr Stroud let the sprag\* down, but failed to stop the car at once. The result was that the car jumped over the stout iron sprag and nearly overturned. The car, however righted itself, and the brakes were found to have snapped. The occupants were not thrown out." This incident held up the next four cars, who were presumably allowed a re-run.

The final class of the day, for the biggest and fastest machines, was dominated by Daimlers. George Young in JS Davey's 30-40hp model stormed up the hill in 2 min 47.4s (21.5 mph average) to win the silver cup for fastest time of the day, with Truscott's Darracq just under 9 seconds slower. On formula the gold and silver class awards went to the Daimlers of FJ Tucker and Edward Atchley respectively.

Overall, the Bristol & Gloucester club's inaugural speed event was deemed to have been "thoroughly successful" and there was a desire to repeat the exercise.

*The 10-12hp Darracq of Stroud Brewery Co. Chief Brewer Walter Goddard crosses the finish line.*



\* Sprag – a stout stick or bar which acts as a simple brake on a vehicle

### Auto-Cycle Club – 8<sup>th</sup> September

The next event on the hill however, two months later on Saturday 8<sup>th</sup> September, was organised by the Auto-Cycle Club and, although mainly for “*standard touring*” solo motorcycles, also included a class for “*forecars, sidecars and quad cars.*” An ‘Open’ event, it attracted a 75 strong entry from around the country, including some well-known names, such as Stanley Riley and Stanley Webb, and a large crowd of spectators lined the course, which was 60 yards shorter than that used by the cars. Class positions were decided on time only, and the Riley Cycle Company’s 9hp ‘Forecar’ driven by factory mechanic Jess Browning was quickest of the nine starters in the passenger class. Second in class was Miss Muriel Hind (Singer Tri-car) who just beat James Buckingham’s Lagonda Tri-car by  $\frac{3}{5}$  second.

## 1907

### Bristol & Gloucestershire AC – 29th June

Cars returned to Birdlip Hill for the Bristol & Gloucestershire AC’s second event on 29th June 1907, and the organisers incorporated several changes and improvements. The previous year some competitors had indulged in systematic practicing, to which local residents and the police had great objection. In an attempt to alleviate this, the exact start location wasn’t disclosed until just before the event. The start was now a little way further up the hill, and on a steeper gradient (1 in 14.3 instead of 1 in 30), while the finish was also on a slightly steeper slope than before. At exactly one mile, the course was now 200 yards shorter than in 1906, and the rise over the length of the climb just over 590ft. To simplify event timing and results a telephone cable was laid to link start and finish, and provisional times displayed on a blackboard in front of the Royal George Hotel at the top of the hill. Dust could be a great problem in those early years of motoring on unsurfaced roads, especially with a continual stream of fast-moving machines. To provide a dust-free course for the event it was treated with a tar-based surface dressing, ‘*Dustabato*’, by Thomas Barnes of Gloucester.

This year the entry was divided into four classes, still divided by price, and the formula for calculating positions slightly simplified, now just taking into account horsepower, weight and time. Although still a ‘closed’ club event, among the 53 entries (four more than 1906) were some from further afield, such as Oscar Cuppar, UK agent for the Belgian Metallurgique, and Talbot factory driver George Day with Edward Stretton’s 12/16hp Talbot. As before, the event was well supported by other local motor traders, with HE Steel of Cheltenham entering a miscellany of eight vehicles of various marques, and fastest man in 1906, wealthy 23-year-old amateur George Young, was back with a 45hp Daimler. Also present, although not competing, was the 1907 Tourist Trophy award winning Humber.

With the exception of one shower, the day of the event was fine and the road in good condition. Once again, several hundred spectators came out to watch, congregating at the steep gradient near the top and at the finish, control again being provided by the county police - two superintendents and around 15 constables.

The first class, for the lowest-cost cars, was run off before lunch, and “*the little American Ford car created a mild sensation by the speed with which it climbed the hill*” according to the Cheltenham Chronicle. Led by Sidney Parkinson, the two-seater 15hp Fords were 1-2-4 on time, but came last on formula, and James Buckingham in HE Steel’s 9hp Riley won the class gold award.

After lunch Fisher with Newey’s 10hp De Dion claimed the Class B gold on formula, while Swindon Rover agent Ernest Skurray’s 16-20hp model was quickest by almost one minute.

The next class, £400 to £600, was dominated by Charles Chetwynd-Talbot (Viscount Ingestre), with his 15-20hp Clement Talbot, not only quickest by over half a minute but also easily best on formula. In addition to the class awards this also won him (on formula) the Motor Union medal for the best amateur in a car owned and driven by the entrant. Twenty-four-year-old Charles was in his first season of hillclimbing, although as his father, the Earl of Shrewsbury & Talbot, was co-founder and one of the principals of the Clement Talbot concern, perhaps his amateur status stretched the spirit of the rules somewhat!

To round off the day the biggest cars tackled the course, and George Young “*showed a sensational speed up the hill*” with his Daimler, said to give 80 hp on the ‘brake. Young eclipsed his nearest rival by half-a-minute, and easily won the silver cup for fastest time of the day for the second year in succession. Cuppar’s Metallurgique won the class on formula, and was also second overall on formula after Ingestre’s Talbot.

Following the conclusion of the runs the award winners went to Gloucester for the cars to be weighed, and although final results on formula were published, no actual times were given. As there was after all a 20 mph speed limit in force, which all but the lowest powered cars would exceed, allowing average speeds to be easily calculated was not considered a good idea.

While the club was satisfied that the event had again been a success, The Autocar in its report made a number of criticisms, concluding: *"in short the climb was poorly managed."* This brought a stinging response from the Club, with Secretary of the Meeting Edward Atchley pointing out that Autocar's report had been *"...not only inaccurate almost from first to last, but is also in many particulars absolutely untrue."*

Regardless of that, the event had caused further problems locally with, reputedly, some competitors practicing daily in the fortnight before the event, causing a great deal of bad feeling amongst the neighbourhood's residents. When the Auto-Cycle Club came to hold their motor-cycle event on September 9<sup>th</sup> it was perhaps not surprising that this was prevented by the Gloucestershire police. (An alternative venue was found near Newnham on the Gloucester-Chepstow road, but this proved too dangerous and was abandoned, and the ACC event eventually took place in October at Sharpenhoe, near Luton in Bedfordshire.)

## 1908

Although Birdlip Hill was now barred to speed events, the Bristol & Gloucestershire club were still keen to run a speed hillclimb in 1908, and located a suitable new hill on a by-road that was *"practically never used"* and which could *"be easily and quickly reached by Cheltenham motorists"*. At its steepest, the gradient of 1 in 4 $\frac{1}{4}$  was even more severe than Birdlip. The county council sanctioned the event, which was scheduled for 20<sup>th</sup> June, and to avert any practicing nuisance the actual location was not to be divulged until a few days before the event. While the police gave no objection to the event taking place, they did however state their intention to enforce the speed limit. As most of the four and six-cylinder cars were likely to exceed this, the Club had no option but to cancel the event, and, finding it impossible to locate an unrestricted hill, had to abandon the idea.

Although unable to run another event in their home county, four years later in 1912 the Club combined with their southern neighbours, the Somerset Automobile Club, to successfully hold an event at Upper Weston near Bath. An attempt to repeat this in July 1914 failed through lack of entries, and then the onset of the First World War put a stop to any thought of further speed hillclimb events.

In the immediate pre-war years, however, Birdlip Hill did see the passage of further competitive events, often being included in the route of car or motor-cycle trials, for example the Cyclecar Club's Flexibility Trial on 15<sup>th</sup> March 1913. With a 150 mile route through the Cotswolds, starting and finishing in Oxford, the event aimed to test the reliability and flexibility of the lightweight cyclecars, and incorporated a timed one-mile section on the steepest part of Birdlip. This wasn't a speed hillclimb however, but a 'Slow' hillclimb, and the best performance was by Victor Wilberforce in a 8hp GWK, who took 23 minutes to crawl, without stopping, up the timed mile – an average of 2 $\frac{1}{2}$  mph! Demonstrating the flexibility of the GWK, Wilberforce later also posted the quickest time on the 'Fast' hillclimb at Upton Lane, near Upton St. Leonard, and with a non-stop run gained the best overall award on the Trial. In contrast, AP Bradley in a Duo speeding up Birdlip in the quickest time, averaged about 9 mph, but in consequence also incurred a huge 98 mark penalty. Other notable competitors were HFS Morgan's three-wheeler, H (Ron) Godfrey in a GN, and Lionel Martin's Singer.

## 1924

After the War, Birdlip Hill again saw the passage of car and motor-cycle trials, notably the North West London MC's London-Gloucester Trial of the early 1920s. By this time cars had been improved significantly and the hill no longer provided the stern challenge that it had twenty years earlier.

Although not used again for a stand-alone speed hillclimb, timed climbs of Birdlip did feature in at least a couple of trials, and in March 1923 the Auto-Cycle Union's one-day Midlands motor-cycle trial also included three-wheel cyclecars.

### Royal Automobile Club “Small Cars” Trial – 17<sup>th</sup> May

In 1924 Birdlip Hill was the scene of a timed hillclimb for cars once more, when on Saturday 17<sup>th</sup> May it was used as a timed section on the final day of the RAC’s Six-day “Small Cars” Trial. The event was restricted to standard four-wheeled cars under 1600cc, all entered by the manufacturers or their nominees.

The majority of the event had been held in mid-Wales, where the hills used were much tougher than Birdlip now was. The seventeen surviving cars of the original 21 starters left Wales on the Saturday morning, and as they travelled from Gloucester towards the Cirencester lunch halt, en-route to the finish at Brooklands, they assembled for a timed ascent of Birdlip. One, Stanley Watson in the Surrey, was delayed by mechanical problems en-route, however, and didn’t reach the hill until after the officials had left.

Fastest of all up the timed section was HE Tatlow in a Lea Francis, just a couple of seconds quicker than Palladium’s chief engineer Harry Smallwood in the much more expensive 12hp Palladium. Other best in class times were recorded by B Woodhouse (Trojan), B Alan Hill (Rhode), JF Deverill (Gwynne) and Victor Bruce (AC).

That would appear to have been the last timed event at Birdlip, as by early 1925 concerns over speed events on public roads had been growing, culminating with the RAC banning all such events.

*Pete Stowe 2021*

Birdlip Hill location:	Coordinates: 51.835 N 2.128 W
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### **Sources**

Autocar, Automotor Journal, Motor, Cyclecar, Stroud News and Gloucestershire Advertiser, Gloucestershire Echo, Gloucester Citizen, Cheltenham Examiner, Cheltenham Chronicle, Cheltenham Looker-On, Gloucestershire Chronicle, Gloucester Journal, Bristol Times and Mirror, Wilts and Gloucestershire Standard, Western Morning News, Western Daily Press.

Sprint – Speed Hillclimbs and Speed Trials in Britain: 1899-1925, TR Nicholson (David & Charles, 1969)  
British Trial Drivers – Their Cars and Awards 1919-1928, Donald Cowbourne (Smith Settle, 2001)

**RESULTS****30 June 1906 Bristol & Gloucester AC hillclimb (49 entries)**

Competition held under the rules of the Automobile Club of Great Britain and Ireland.

Course: 1960 yards. Start: Ordnance Survey 315.4 ft benchmark adjoining Woodview Cottage.

Class fastest times from provisional results listed in the Cheltenham Chronicle 7<sup>th</sup> July 1906.

Times relative to fastest in class from final results published in the Automotor Journal 14 July 1906.

Class final positions were decided by formula, however as the formula scores are unknown, results below are listed in order of time.

<b>Class A - Cars not exceeding £300, including body. Entry fee 10/6d. (15 entries)</b>					
<i>Entrant (Driver)</i>	<i>No.</i>	<i>Car</i>	<i>HP</i>	<i>Relative time</i>	<i>Awards and notes</i>
HG Norton & Co (dvr. TH Young)	1	Coventry Humber	10-12	0 (4m 23s)	Disqualified after event owing to "a discrepancy in weights"
Rev. P Cave-Moyle	12	Coventry Humber	8-10	1m 3 <sup>3</sup> / <sub>5</sub> s	
E Gridley	11	Coventry Humber	8-10	2m 26s	
AS Bartholomew	10	Humber	8-10	2m 28 <sup>1</sup> / <sub>5</sub> s	
<b>WJ Bridges</b> (dvr. Entrant)	<b>14</b>	<b>Rover</b>	<b>8</b>	<b>2m 43s</b>	<b>Silver medal.</b> WG Bridges Ltd., Cirencester (Rover agency)
HE Steel	6	Adams-Hewitt	10	2m 49 <sup>2</sup> / <sub>5</sub> s	
EH Atchley	3	Vulcan	10	2m 53 <sup>2</sup> / <sub>5</sub> s	
Capt. HG Brenan	7	Wolseley	8	3m 7s	
Dr G MacLannahan	5	Darracq	8	4m 38 <sup>4</sup> / <sub>5</sub> s	
AH Wyatt	16	Cadillac (1903)	6½	4m 40 <sup>4</sup> / <sub>5</sub> s	
Major R Rankin	4	Rover	8	4m 43 <sup>1</sup> / <sub>5</sub> s	
WC Stanton	9	Darracq	8	4m 54s	
<b>Aubrey Le Blond</b> (dvr. Entrant)	<b>8</b>	<b>De Dion</b>	<b>8</b>	<b>4m 55 <sup>2</sup>/<sub>5</sub>s</b>	<b>Gold medal</b>
WW Goddard	2	Darracq	10-12	5m 24 <sup>2</sup> / <sub>5</sub> s	
Dr. W Nevill	13	Prunel	12	5m 59s	
<b>Class B - Cars costing £300 and not exceeding £550. Entry fee £1/1/0d. (20 entries)</b>					
HG Norton & Co. (dvr. SH Vickridge)	18	Beeston Humber	16-20	0 (4m 29 <sup>1</sup> / <sub>5</sub> s)	HG Norton & Co., Cheltenham, Humber agent
Wm. Stayt	19	Humber	16-20	0m 9 <sup>3</sup> / <sub>5</sub> s	
EN Gwyther	17	Darracq	20-32	0m 44 <sup>4</sup> / <sub>5</sub> s	
<b>Capt. Tudor Owen</b> (dvr. Entrant)	<b>30</b>	<b>Clement Talbot</b>	<b>12-16</b>	<b>1m 11 <sup>2</sup>/<sub>5</sub>s</b>	<b>Silver medal</b>
HE Steel	20	Siddeley	15	1m 17 <sup>4</sup> / <sub>5</sub> s	HE Steel Ltd. Cheltenham & Stroud
AE Johnson	16	Spyker	14-18	1m 21 <sup>2</sup> / <sub>5</sub> s	
<b>AC Stretton</b> (dvr. R Arnison)	<b>31</b>	<b>Clement Talbot</b>	<b>10-12</b>	<b>1m 23s</b>	<b>Gold medal.</b> Strettons Ltd., Cheltenham, Talbot agent.
HE Steel	21	Siddeley	15	1m 24 <sup>4</sup> / <sub>5</sub> s	
HE Steel	27	Decauville	12-16	1m 48 <sup>4</sup> / <sub>5</sub> s	
Capt. Graham Clarke	25	Darracq	15	1m 49 <sup>2</sup> / <sub>5</sub> s	
T Butler	22	Argyll	16-20	1m 59 <sup>4</sup> / <sub>5</sub> s	
GP Lewis	26	Argyll	14-16	2m 35 <sup>3</sup> / <sub>5</sub> s	
Mrs Armstrong	34	Argyll	10-12	4m 34 <sup>1</sup> / <sub>5</sub> s	
Leslie G Young	35	Argyll	10	4m 58 <sup>2</sup> / <sub>5</sub> s	
Aubrey Le Blond	33	Panhard	8-11	5m 16 <sup>4</sup> / <sub>5</sub> s	
WM Appleton	24	Bristol Motor Co.	16-20	8m 3 <sup>4</sup> / <sub>5</sub> s	
JSGW Stroud		Humber	16-20	Fail	<i>Incident on run – see main text.</i>

<b>Class C - Cars exceeding £550, including body. Entry fee £1/11/6d. (14 entries)</b>					
<i>Entrant (Driver)</i>	<i>No.</i>	<i>Car</i>	<i>HP</i>	<i>Relative time</i>	<i>Awards and notes</i>
JS Davey (dvr. GAW Young)	41	Daimler	30-40	0 (2m 47 <sup>2</sup> / <sub>5</sub> s)	Fastest overall (Silver Cup)
W Truscott	40	Darracq	20-32	0m 8 <sup>4</sup> / <sub>5</sub> s	
<b>FJ Tucker (dvr. Entrant)</b>	<b>47</b>	<b>Daimler</b>	<b>28-36</b>	<b>0m 12s</b>	<b>Gold medal</b>
<b>EH Atchley (dvr. Entrant)</b>	<b>43</b>	<b>Daimler</b>	<b>30-40</b>	<b>0m 12s</b>	<b>Silver medal</b>
L Percy Allen	42	Daimler	30-40	0m 14s	
HG Norton	38	Beeston Humber (AD727)	30-40	0m 17s	<i>Not listed in Automotor Journal results for reasons unknown, time from provisional results.</i>
GB Borman	39	Darracq	20-32	0m 22 <sup>4</sup> / <sub>5</sub> s	
RA Fox	48	Daimler	28-36	1m 3 <sup>4</sup> / <sub>5</sub> s	
Lieut-Col. Fairfax Rhodes	46	Napier	40	2m 0 <sup>3</sup> / <sub>5</sub> s	
Leslie G Young	45	Belsize	24-34	2m 14s	
<b>Overall Fastest Time of the Day, Silver Cup: JS Davey, Driver GAW Young, Daimler 30-40, 2min 47 <sup>2</sup>/<sub>5</sub>s sec.</b>					
Notes: Names listed in results are of the cars' entrants, unless stated, drivers may have been different. Class positions & awards decided by a formula taking into account number of cylinders, bore and stroke, rated horsepower, weight and time.					
Event organisers: Secretary of the meeting, H Dare Bryan; Clerks of course, Messrs T Butler, Dibble, Dowson, A Davey, AA Dale, N Forte, A Meats, and Rev. Altimas Ward; Timekeeper, C Wheelwright (official timekeeper ACGB&I); Starter, Dr J Halliwell; Marshals, Messrs Algernon H Wyatt and AE Johnson; Clerk of scales, Mr SH Wellington; Hon. Surveyor, James Villar, FSI.					

### 8<sup>th</sup> September 1906 Auto-Cycle Club hillclimb

Open competition held under the rules of the Auto-Cycle Club and of the Automobile Club of Great Britain and Ireland.

Course: 1900 yards.

Class winner's time not published, times relative to fastest in class from results published in the Gloucester Citizen 10 September 1906.

<b>Class VI – for fore-cars, side-cars, and quadricars, carrying two passengers. Variable gears to be fitted. Size of each cylinder not to exceed 95 by 95, or its equivalent volume swept out. (13 entries, 9 starters)</b>					
<i>Class pos.</i>	<i>Entrant</i>	<i>Driver</i>	<i>Vehicle</i>	<i>Relative time</i>	<i>Awards</i>
1 <sup>st</sup>	Riley Cycle Co	J Browning	Riley 9hp		Silver medal
2 <sup>nd</sup>	Miss Muriel Hind	Owner	Singer 9hp	+ 18 <sup>2</sup> / <sub>5</sub> s	Bronze medal
3 <sup>rd</sup>	JF Buckingham	Owner	Lagonda 10hp	+ 19s	
4 <sup>th</sup>	Morton Stuart	Owner	Lagonda 10hp	+ 53s	
5 <sup>th</sup>	Singer & Co.	EW Harris	Singer 9hp	+1m 8 <sup>4</sup> / <sub>5</sub> s	
6 <sup>th</sup>	Frederick Crowley	Alfred Cranmer	Lagonda 10hp	+ 1m 32 <sup>1</sup> / <sub>5</sub> s	
7 <sup>th</sup>	Singer & Co.	Bert Holland	Singer 9hp	+ 1m 33 <sup>4</sup> / <sub>5</sub> s	
8 <sup>th</sup>	Lieut. J Davis, RN	Owner	Lagonda 10 hp	+ 1m 38 <sup>4</sup> / <sub>5</sub> s	
9 <sup>th</sup>	Riley Cycle Co.	Stanley Riley	Riley 5hp	+3m 32s	

**30 June 1907 Bristol & Gloucestershire AC hillclimb (53 entries).**

Held under closed competition rules of the Automobile Club of Great Britain and Ireland.

Course: One mile (1760 yards).

Class final positions listed below were decided by formula, index scores, and times relative to fastest in class, as published in the Gloucestershire Echo 1<sup>st</sup> July 1907 and Autocar 20 July 1907.

<b>Class A – Cars, list price not exceeding £250, including tyres and makers' standard body. To carry not less than two passengers, including driver. (17 entries, 14 starters)</b>						
<i>Class pos.</i>	<i>Entrant</i>	<i>Driver</i>	<i>Car</i>	<i>Marks</i>	<i>Relative time</i>	<i>Awards &amp; notes</i>
1 <sup>st</sup>	HE Steel, Cheltenham	JF Buckingham	Riley 9hp	846	+37 <sup>3</sup> / <sub>5</sub> s	Gold medal
2 <sup>nd</sup>	AG Elder	G Newey	De Dion 8hp	685	+4m 2 <sup>2</sup> / <sub>5</sub> s	Silver medal. Newey Motor Co., Birmingham. (According to Gloucester Citizen report, driver was W Guilding)
3 <sup>rd</sup>	HE Steel	E Armstrong	Alldays & Onions 10hp	673	+1m 56 <sup>1</sup> / <sub>5</sub> s	HE Steel Ltd., Cheltenham & Stroud
4 <sup>th</sup>	HG Norton	H Sheen	Singer 7hp	662	+4m 6s	HG Norton & Co., Gloucester & Cheltenham
5 <sup>th</sup>	CB Borman, Gloucester	S Downing	Alldays & Onions 10hp	647	+2m 21 <sup>2</sup> / <sub>5</sub> s	
6 <sup>th</sup>	Mrs FL Matthews, Gloucester	Entrant	De Dion 8hp	640	+5m 15 <sup>2</sup> / <sub>5</sub> s	
7 <sup>th</sup>	WG Bridges	Blakemore	Alldays & Onions 10hp	621	+2m 3 <sup>1</sup> / <sub>5</sub> s	WG Bridges Ltd., Cirencester
8 <sup>th</sup>	A Hughes, Cheltenham	S Sones	Cadillac 9-10hp	580	+2m 42 <sup>4</sup> / <sub>5</sub> s	
9 <sup>th</sup>	HE Steel	EG Davison	Adams-Hewett 10hp	574	+3m 34s	
10 <sup>th</sup>	G Easonsmith	G Easonsmith	Rover 8hp	517	+5m 5s	
11 <sup>th</sup>	HE Steel	HE Steel	Darracq 10hp	509	+3m 12 <sup>4</sup> / <sub>5</sub> s	
12 <sup>th</sup>	AW Healey, Gloucester	SF Parkinson	Ford 15hp	390	0	Fastest in class. C Healey & Son, Gloucester, Ford agent.
13 <sup>th</sup>	HE Steel	JS Drinkwater	Ford 15hp	388	+2 <sup>4</sup> / <sub>5</sub> s	
14 <sup>th</sup>	AE Johnson	AE Johnson	Ford 15hp	269	+1m 41 <sup>1</sup> / <sub>5</sub> s	
DNS	A Miller		Beeston Humber 6½ hp	-	-	
DNS	WO Garbutt		Garbutt 8-10hp	-	-	
DNS	SJ Osborne		Alldays & Onions 10hp	-	-	



**Class B – Cars, makers price over £250 and not exceeding £400. Every car to carry the full complement of passengers for which it is constructed, but not exceeding four, including driver. (10 entries, 8 starters)**

<i>Class pos.</i>	<i>Entrant</i>	<i>Driver</i>	<i>Car</i>	<i>Marks</i>	<i>Relative time</i>	<i>Awards &amp; notes</i>
1 <sup>st</sup>	RM Fisher	CJ Newey, Birmingham	De Dion 10hp	891	+2m 47 <sup>3</sup> / <sub>5</sub> S	Gold medal. Newey Motor Co., Birmingham, De Dion agent.
2 <sup>nd</sup>	WG Bridges, Cirencester	F Morrish	Clement Talbot 10hp	703	+2m 2 <sup>3</sup> / <sub>5</sub> S	Silver medal
3 <sup>rd</sup>	EA Stretton, Cheltenham	Ralph Arnison	Clement-Talbot 10-12hp	653	+2m 24 <sup>2</sup> / <sub>5</sub> S	Strettons Ltd., Cheltenham, Talbot agent
4 <sup>th</sup>	EC Skurray	Entrant	Rover 16-20hp	642	0	Fastest in class. F Skurray & Son, Swindon, Rover agent
5 <sup>th</sup>	R Guilding	W Guilding	Star 16hp	547	+0m 54 <sup>4</sup> / <sub>5</sub> S	
6 <sup>th</sup>	AE Johnson	Entrant	Argyll 14-16hp	546	+1m 40 <sup>3</sup> / <sub>5</sub> S	
7 <sup>th</sup>	CJ Ratcliffe, Cheltenham	Entrant	Coventry Humber 15hp	540	+1m 27 <sup>4</sup> / <sub>5</sub> S	
8 <sup>th</sup>	Miss SM Ratcliffe, Cheltenham	Entrant	Coventry Humber 10-12hp	536	+0m 55 <sup>1</sup> / <sub>5</sub> S	
DNS	HE Steel		Riley 12hp	-	-	Broken valve
DNS	HG Norton		Coventry Humber 15hp	-	-	

**Class C – Cars, makers price over £400, but not exceeding £600; to carry four persons, including driver. (12 entries, 11 starters)**

1 <sup>st</sup>	Viscount Ingestre (Charles Chetwynd- Talbot)	Entrant	Clement-Talbot 15-20hp	955	0	Fastest in class. Gold medal. Motor Union medal. Silver medal for best amateur on formula in class.
2 <sup>nd</sup>	EA Stretton	George Day	Clement-Talbot 12-16hp	776	+1m 34 <sup>4</sup> / <sub>5</sub> S	Silver medal. Strettons Ltd., Cheltenham, Talbot agent.
3 <sup>rd</sup>	HG Norton	T Buckingham	Beeston Humber 16-20hp	693	+1m 37 <sup>4</sup> / <sub>5</sub> S	
4 <sup>th</sup>	CH Saunders	Entrant	Gracile 40hp	608	+0m 31 <sup>1</sup> / <sub>5</sub> S	
5 <sup>th</sup>	AG Sanders, Cheltenham	Miss Muriel Hind	Deasy 24hp	592	+2m 1 <sup>3</sup> / <sub>5</sub> S	
6 <sup>th</sup>	Capt. R Tudor Owen	Entrant	Clement-Talbot 12-16hp	554	+3m 27s	
7 <sup>th</sup>	A Hartnell	Entrant	Bristol Motor Co. 16-20hp	530	+3m 46 <sup>1</sup> / <sub>5</sub> S	
8 <sup>th</sup>	WM Appleton	W Hole	Bristol Motor Co. 16-20hp	512	+2m 24s	
9 <sup>th</sup>	HE Steel		Darracq 18hp	495	+2m 24 <sup>1</sup> / <sub>5</sub> S	
Fail	WH Butler		Argyll 10-20hp	-	-	
Fail	Mrs Margaret H Ellis		Healey (Gloucester) 12- 16hp	-	-	Failed on hill, petrol pipe choked with solder
DNS	WG Bridges		Clement-Talbot 20hp	-	-	

<b>Class D – Cars, makers price over £600; to carry four persons, including driver. (14 entries, 13 starters)</b>						
<i>Class pos.</i>	<i>Entrant</i>	<i>Driver</i>	<i>Car</i>	<i>Marks</i>	<i>Relative time</i>	<i>Awards &amp; notes</i>
1 <sup>st</sup>	Oscar Cupper	Entrant	La Metallurgique	912	+34 <sup>3</sup> / <sub>5</sub> S	Gold medal.
2 <sup>nd</sup>	J Carle	Entrant	Mors 45-55hp	769	+42 <sup>4</sup> / <sub>5</sub> S	Silver medal.
3 <sup>rd</sup>	HE Ripley, Cheltenham	AC Riley	Daimler 28hp	759	+55 <sup>1</sup> / <sub>5</sub> S	
4 <sup>th</sup>	Lieut. BE Monsell, RN	Entrant	Delauney Belleville 40hp	751	+55 <sup>1</sup> / <sub>5</sub> S	
5 <sup>th</sup>	JS Davey	Entrant	Daimler 30-40hp	734	+34s	
6 <sup>th</sup>	Edward LF Curteis	Entrant	De La Buire 35hp	714	+28 <sup>1</sup> / <sub>5</sub> S	
7 <sup>th</sup>	HE Steel	PS Drinkwater	La Metallurgique	666	+1m 9s	
8 <sup>th</sup>	GAW Young, Cheltenham	George Young	Daimler 45hp	644	0	Fastest in class. Fastest overall (Silver cup).
9 <sup>th</sup>	RA Fox	Entrant	Daimler 28hp	641	+1m 32 <sup>4</sup> / <sub>5</sub> S	
10 <sup>th</sup>	EH Atchley, Bristol	Entrant	Daimler 30hp	603	+1m 15 <sup>4</sup> / <sub>5</sub> S	
11 <sup>th</sup>	WG Bridges	M Fleming	Weigel 40hp	579	+1m 3 <sup>2</sup> / <sub>5</sub> S	
12 <sup>th</sup>	LG Young, Cheltenham	Entrant	Daimler 28hp	578	+1m 40 <sup>1</sup> / <sub>5</sub> S	
13 <sup>th</sup>	EA Trapnell, Cheltenham	T Buckingham	Delauney Belleville 20hp	501	+2m 21s	
DNA	A Dugdale		Iris 35hp	-	-	

Special Awards.  
**Overall fastest actual time of the day, Silver Cup:** George Young, Daimler 45hp.

Overall best amateur, on Formula, Motor Union medal: Viscount Ingestre, Clement Talbot 15-20hp.  
 Best amateur in class C, silver medal: Viscount Ingestre, Clement Talbot 15-20hp.

Best amateur in classes A, B & D: not awarded. (Best amateur in class awards to the car, driven and owned by the entrant, doing the best performance in class on formula and earning not less than 5-6ths of the highest marks obtained in the class).

Notes:  
 Names listed in results are of the cars' entrants, unless stated, drivers may have been different.  
 Class positions & awards decided by the formula: Total weight of car and load in lbs / (time in seconds x hp).

Event organisers:  
 Secretary of the meeting, Mr EH Atchley; Clerks of the course, Messrs H Dare Bryan, Arthur Davey, Dibble, Forte, Meats, McLannahan, AH Wyatt, P Young, Col. O'Neil, and Rev Altimas Ward; Judge, Mr T Butler, JP; Timekeepers, CA Reynolds (ACGB&I) and assistant; Starter, Dr J Halliwell; Marshals Messrs AA Dale & AE Johnson; Clerk of scales, Mr SH Wellington; and Hon. Surveyor, Mr James Villar, FSI.

**Saturday 15<sup>th</sup> March 1913 Cyclecar Club “Flexibility” Trial – Birdlip Hill timed ‘Slow’ hillclimb**

The event was limited to Cyclecars up to 1100cc. There were 19 starters.

The precise location of the one-mile timed section on Birdlip hill isn't known, however it included “the two steep portions, where the gradient must be about 1 in 5”. Times at Birdlip below are listed in order of best performance, i.e. slowest first.

Entry and results source: Cyclecar 19<sup>th</sup> March 1913.

<b>750cc Class (2 starters)</b>				
<i>No.</i>	<i>Driver</i>	<i>Car</i>	<i>Time</i>	<i>Notes</i>
1	K Kreitmeyer	Zebra 6hp	15m 23 <sup>3</sup> / <sub>5</sub> s	
	J Munday	AC 5-6hp	14m 20s	
<b>1100cc Class C (17 starters)</b>				
18	Victor Wilberforce	GWK 8hp	22m 52 <sup>2</sup> / <sub>5</sub> s	Silver plaque, class winner. Of Messrs. Cyril Patterson, Wilberforce & Co., of Caterham Valley.
	J Talfourd Wood	GWK 8hp	21m 40 <sup>4</sup> / <sub>5</sub> s	
	AC Armstrong	GN 8hp	15m 25 <sup>3</sup> / <sub>5</sub> s	Engine misfiring; pushed up hill by onlookers, having shed passenger
2	AW Lambert	Morgan 8hp	15m 19 <sup>4</sup> / <sub>5</sub> s	
	HW Wilkinson	GWK 8hp	14m 32 <sup>2</sup> / <sub>5</sub> s	
	R Bamford	Humberette 8hp	13m 19 <sup>2</sup> / <sub>5</sub> s	Had to shed passenger
	Vernon Busby	Morgan 8hp	11m 7 <sup>3</sup> / <sub>5</sub> s	
	HFS Morgan	Morgan 8hp	9m 36s	
	L Cass	Gordon 9hp	8m 6 <sup>4</sup> / <sub>5</sub> s	
	Lionel Martin	Singer 10hp	7m 28 <sup>1</sup> / <sub>5</sub> s	
	AP Bradley	Duo 8hp	6m 31 <sup>2</sup> / <sub>5</sub> s	Incurred 98 mark penalty for ascending too fast.
	H Godfrey	GN 8hp	Fail	Stopped short of finish, out of fuel
	JW Spencer	Morgan 8hp		
	LF de Peyrecave	Duo 8hp		
	J Averies	Averies 8hp	-	Retired before reaching Birdlip
	W Cooper	Humberette 8hp	-	Retired before reaching Birdlip
	Capt. H Clarke	Invicta 8hp	-	Retired before reaching Birdlip

**Saturday 17<sup>th</sup> May 1924 Royal Automobile Club “Small Car” Trials (6<sup>th</sup> Day) – Birdlip Hill timed hillclimb**

The event was limited to standard four-wheel cars not exceeding 1600cc. Entries restricted to manufacturers or their nominees, with not more than two similar cars of the same make. Only male drivers were permitted. 17 cars re-started the trial on Saturday morning (6<sup>th</sup> day). Course length unknown. Entry and results sources: British Trial Drivers – Their Cars and Awards 1919-1928, D Cowbourne; Westminster Gazette.

**Class B – price £130 - £170. (3 starters)**

No.	Entrant	Driver	Car	Reg.No.	Price	Time	Notes
3	Leyland Motors Ltd.	Lt. Col. B Woodhouse	Trojan	??418	£158		Fastest in class
2	Leyland Motors Ltd.	D Bowden	Trojan	PD7258	£158		
1	Austin Motor Co.	G Poppe	Austin 7hp	DL?418	£165	-	Retired before 6 <sup>th</sup> day

**Class C – price £170 - £205. (4 starters)**

6	Rhode Motor Co.	B Alan Hill	Rhode	O?1527	£189		Fastest in class.
7	Stanley Watson	SEA Watson	Surrey 10hp	XO9306	£204	-	“Held up by a bent propeller shaft” & reached hill after officials had left.
4	Clyno Engineering Co.	J Cocker	Clyno 11hp	DA7917	£205	-	Retired before 6 <sup>th</sup> day
5	Orton & Co. Ltd.	SA Wenmoth	Derby 8hp	MO3177	£195	-	Retired before 6 <sup>th</sup> day

**Class D – price £205 - £240. (3 starters)**

10	Neville G Gwynne	JF Deverill	Gwynne 8hp	XR4562	£215		Fastest in class
12	Rhode Motor Co.	Capt. C Gray	Rhode	OL2891	£225		
11	DMK Marendaz	DMK Marendaz	Marseal 11-24	HP8069	£207	-	Retired before 6 <sup>th</sup> day

**Class E – price £240 - £275. (5 starters)**

<b>17</b>	<b>Lea-Francis Ltd.</b>	<b>HE Tatlow</b>	<b>Lea-Francis 10hp</b>	<b>VP8532?</b>	<b>£250</b>	<b>2m 26 <sup>4</sup>/<sub>5</sub>s</b>	<b>Fastest overall.</b>
20	Neville G Gwynne	CWD Chinnery	Gwynne 8hp	XT2262	£255	2m 33s	3 <sup>rd</sup> fastest overall
18	Seabrook Bros. Ltd.	Capt. CAH Mason	Seabrook 9-19	XR3362	£250	2m 36s	4 <sup>th</sup> fastest overall
16	Galloway Motors	Maj. D Johnstone	Galloway 10-20	SM3477	£265		
19	JS Wood	JS Wood	Wolseley 10hp	OL4878	£265		

**Class F – price £275 - £350. (2 starters)**

21	Hon. VA Bruce	Hon. VA Bruce	AC 12hp	PD9508	£341		Fastest in class
23	Galloway Motors	VE Leverett	Galloway 10-20	SM4436	£350		

**Class G – price £350 plus. (4 starters)**

29	Palladium Autocars	HF Smallwood	Palladium 12hp	XR7851	£420	2m 29 <sup>1</sup> / <sub>5</sub> s	2 <sup>nd</sup> fastest overall
26	Argyll Motor Co.	Chas. Brimlow	Argyll 12hp	GB4502	£495		
27	Argyll Motor Co.	J McD. Parker	Argyll 12hp	SN2679	£495		
28	Lagonda Ltd.	Maj. WH Oates	Lagonda 12hp	XR3015	£410		

*Westcountry Motorsport History*

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

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