

FAMOUS TEST HILLS AND HOW TO CLIMB THEM

A new series specially prepared for "The M.G. Magazine," with a plan drawn to scale, photographs and hints to novice trials competitors, from a special survey by . . .

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NO. 1—JENKIN'S CHAPEL

THE easiest route to Jenkin's Chapel—known locally as the "Corkscrew Hill"—is via Rainow, a village about $3\frac{1}{2}$ miles from Macclesfield on the Macclesfield-Whaley Bridge road.

Go straight through the village of Rainow, and in half-a-mile the road drops down, crosses a bridge, and then rises again to a "T"-shaped junction where the signpost points right to "SALTERSFORD." Turn along here to the Chapel, which despite its designation is really a Church of England edifice dedicated in 1733 and rather interesting from the architectural point of view; turn left at a fork almost opposite the Chapel. Follow this road into the valley, with one or two sharp descents and rather narrow in places; in a few minutes the hill comes into view, and one can pick out a narrow path outlined

by stone walls twisting backwards and forwards as it climbs to the summit. That first glimpse

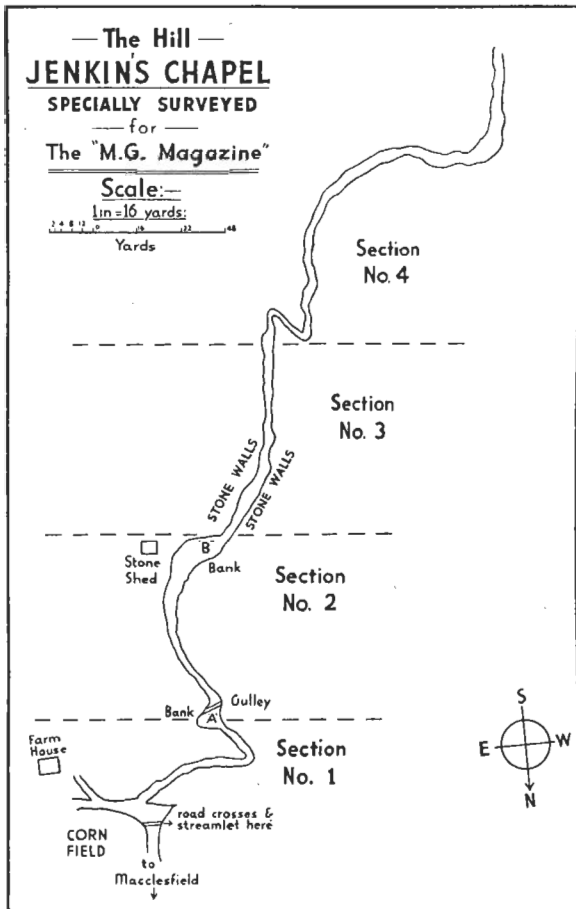
of Jenkin's Chapel, however, can only be appreciated by a passenger, for the driver should concentrate upon the bends and twists of a road leading down to the valley where, after fording a tiny stream, the "Corkscrew" hill really starts its upward climb.

The first section consists of about 70 yards; after passing a gate on the right, a rapidly steepening gradient sweeps left. Then in another 15 yards the road widens out again, to give more space on the left, allowing competitors to choose their approach to the next bend, which is only a few yards ahead. During competitions this bank is frequently used by observers and spectators.

Apart from this gully, which has taken many a novice by surprise, there is nothing very difficult about the first section; at its steepest part the gradient cannot be any worse than 1 in $3\frac{3}{4}$.

The second section measures about 60 yards, and begins with a width of less than 8 feet from margin to margin, bordered by stone walls on each side. Soon the road opens out to a wider part, with a stone barn on the left and a bank on the right; another favourite spot for observers and spectators. This part leads to a much narrower section ahead. Coming up to the point "B" on the plan, competitors have a choice of two routes. (1) keep well to the left, taking a slight risk of wheelspin which, in any case, can be checked on the level ground which must be crossed before locking over to the right and steering into section No. 3. (2) A competitor, feeling that he has ample power in hand, may hug the right-hand bank; this means taking a slightly steeper gradient for perhaps a yard or so, and is the more straightforward route. With a wet surface, it may lead to wheelspin which cannot be checked quite so easily as in route (1).

Now, when approaching point "A" on the plan, beware of a gully which runs across the road; this gully is formed of flat stones which are slightly sunk into the ground and lie at an angle which renders them almost invisible as one drives up in a car. So ease the throttle at "A," for if the rear wheels jump in crossing the gully, wheelspin may develop and there will be difficulty in recovering sufficient road adhesion for making a good climb of the steep and narrow section just beyond.



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about 10 yards long. Then the road doubles back upon itself, goes straight ahead again for about 12 yards, and then doubles back once more, almost as sharply as before. The gradients are not so steep as they look, and an M.G. owner who keeps his engine revving well in first gear and adopts a reasonable course on each hairpin should make a clean ascent every time. Although commonly credited with a 1 in 2 gradient, this is obviously an exaggeration; possibly there may be one or two very short stretches

where 1 in 3 might be recorded by a surveyor, but after a critical examination, the writer suggests that 1 in $3\frac{1}{2}$ would be nearer the mark.

For those who are still in their first competition season and have not yet mastered the art of taking a sharp hairpin, here are a few practical hints on climbing Jenkin's Chapel. The first hairpin in section No. 4 must not be cut too sharply. Hug the left-hand bank; and do not lock over until you can steer almost straight across, making certain that your off-side rear wheel will clear the inside of the bend. Then in coming up to the second hairpin, keep a more or less central

course until half-way round, and then lock-over fairly quickly to the left. In wet weather, however, it may be wiser to keep well to the right in approaching this bend, locking over at the last moment in order to avoid wheel-spin on a surface which grows slippier with every car that essays the climb. Finally, don't attempt Jenkin's Chapel in the car until you have climbed it on foot. As you walk up, think of your lock; pick out the course which you intend to adopt; decide upon a clear-cut method for each of the bends. Then when you take the car up, stick to your course: there is nothing so fatal to success as indecision.