



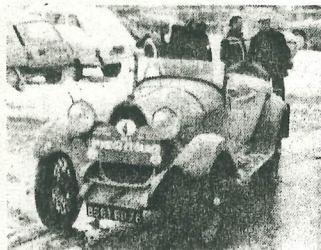
Meetings

Rallies • Runs • Celebrations • Jubilees

Xieme Rallye Neige et Glace

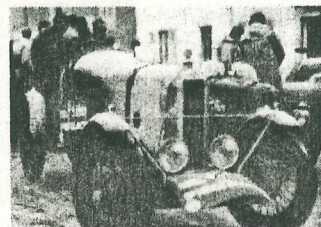
The one and half kilometre timed mountain ascent of the French Alps from Annecy to the skiing village of La Clusaz that formed the first specials stage of the eleventh Snow and Ice Rally for pre-war cars was more like something you might expect to tax professional rally drivers in modern works cars – we were driving a 1926 Alvis 12/50 tourer!

Back at the start we had admired the 1908 Richard Brasier 16/26 racing car of Domick Guilmar, the gaggle of tiny Amilcars, the team of three "racing" Fiat 509's and the unbelievable (in the prevailing conditions) 1928 Darmont tricycle of Henri Roseau amongst the sixty-five starters – by comparison the Alvis was rather more practical.

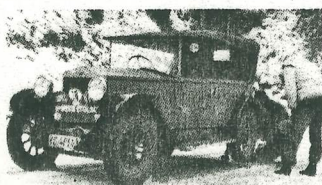


Jean Feray's 1922 Bugatti Brescia being untethered after rescuing an Amilcar defeated by a shortage of traction on an icy section.

The second day was to be the most unforgettable days motor-ing in a vintage car that I can remember! In clear sunshine and fresh deep snow the route started in La Clusaz and soon left the main road for the tortuous ascent of the Saleve which provided the longest continual use of first gear I have ever known in our Alvis. In the afternoon we climbed the Col



de Terramon to reach Morzine and the next day returned from there to Annecy making regular halts in towns and villages along the way to sample their recipe for hot mulled wine to ward off the Alpine cold.



The crew of Claude Morier's 1928 Fiat 509 placing their trust in chocks under the front wheels while fitting chains in order to continue their ascent.



A chock being inserted to arrest further unscheduled downhill progress on the 1934 Lancia Augusta Berlinette of Swiss, Kord Beddig.



Malcolm Elder's 1926 Alvis 12/50 with navigator Colin Brown amidst the Alpine snow.

The next morning we circ-cuited the beautiful Lake of Annecy to Faverges. Then the incredible Col de la Forclaz! It had rained remorselessly the day before and the surface was now very icy and at the steepest part of the ascent we found ourselves in first gear, wheels spinning, and gently sliding backwards towards a rather nasty drop but both my navigator, Colin Brown from Taplow, and I and, indeed

principal sponsors of the event. A fantastic event which defies any true description, we shall be back next year!

Malcolm C. Elder

Friction without Acrimony

Those interested in cars of our period with infinitely variable friction drive transmission, and particularly owners of such cars, will be interested to learn that Rev. Leslie Stead is in the process of organising a nostalgic visit to the Jam Factory at Maidenhead where GWK made such cars between

1914 and 1931. Rev. Stead, whose personal interest in GWK cars stems from the fact that he served an apprenticeship with the manufacturer, tells us that two, and possibly three, pre-Great War GWKs are likely to attend and they may well be joined by a further two later examples. The visit is likely to take place in May and interested parties, particularly owners of cars with infinitely variable friction drive – GWK, Metz, Crescent etcetera – may care to write to Rev. Stead for more details, his address is Pound Cottage, Ashburnham, Battle, East Sussex TN33 9NR.

BSA Round Britain for Cancer Research

Peter Tillet, an enthusiast from Cheddar, is planning to make a Round Britain Tour of Britain in aid of the Cancer Research Campaign using his 1931 BSA three-wheeler. He intends to start from Bristol on May 23, travel through Wales and north to Scotland, follow the west coast and then cross to John O'Groats before returning by the East and South coasts to arrive at Bristol on June 12. He will be accompanied by Des Davies from Trowbridge and will be dependent on the limited amount of spares he can carry on the car – they will not be accompanied by a support car.

Peter's BSA three-wheeler is one of the oldest survivors and was restored between 1978 and 1979 after its discovery in a garage where it had lain since 1961. While he and his co-driver are confident that the BSA is as reliable as they can make it and that they should be able to deal with any problems that might arise, they would welcome the company and support of fellow enthusiasts – particularly these living north of the border. Anyone who would like to offer sponsorship and, or, lend moral support should write to Peter Tillet, Welford, 13 St Andrews Road, Cheddar BS27 3NE.

The aim of the tour is to raise £5,000 or more for Cancer Research Funds and there is no intention to attempt any record breaking.

