



SECOND on the Jeans were Bolton winners Tony Fisher and Brian Melia, seen here at the start.

Special legs in tight Jeans

BUT LIVERPOOL M.C.'S EVENT DISAPPOINTING THIS YEAR

THE Liverpool Motor Club's premier event, the Jeans Gold Cup, which is now their only rally, was run last weekend in weather conditions unmatched since last year's Rally of the Vales, with torrential rain, hail, thunder and lightning all adding to this toughest event of the Restricted calendar.

Unfortunately, however, poor organisation marred a potentially magnificent thrash over the usual tortuous route. Winners, after a protest had excluded Peter Baldam (TR3A), were up-and-coming men David Pollard/Tony Haines, in an ex-works-racer Sunbeam Alpine.

As car no. 1, Bill Bengry's Volkswagen, left the start at Osbaldeston, near Blackburn, it was just beginning to rain and lightning was visible in the distance, and from then on the weather got steadily worse, to the extent that John Wood and Barry Hughes' Austin 7 had a flooded ignition system on the very first section over Longridge Fell. Also losing time already at this stage was Roy Kirkham, whose borrowed Sprite had no hole in the filler cap, thus causing a vacuum in the fuel system. Roy did not dare remove the cap altogether because of the monsoon that was by now in full swing, and so every now and again his poor navigator, Horace Beighton, had to swim round and take it off for a second. What with all this, they soon had to skip controls.

From here, the rally twisted along the eastern edge of the Forest of Bowland, passing close to Slaidburn. At this point, Bobbie Parkes (A-H 3000) wrong-slotted and, turning round, put his back wheels on the grass and stuck. Fortunately, your correspondent—who, not competing, was cutting across country—arrived at this moment, and pushed the Healey out in time to save any penalties. Soon after this, a fuse blew in Parkes'

wipers, and navigator Roy Dixon had to put his head out into the weather to look for gates looming up.

The next section, over a white road between 95/784512 and 772548, near Bolton-by-Bowland, was very heavily gated, with about eight gates in a distance of 3½ miles. By this time, Brian Harper's Sebring Sprite had caught and passed Bill Bengry, and Tony Fisher (Austin 7) was hot on the tail of both, so that the three cars were passing through the gates in convoy. Ron Crellin, as usual with Harper, opening them, and Tony Fisher's navigator, Brian Melia, closing them. David Skeffington, with Bengry, sat in the dry and watched the antics of the other two, and afterwards had the nerve to complain about gated sections!

The rally went on to map 90—which had not been specified in the regs.—past the fringes of Giggleswick, along the old road out of Clapham skirting Newby Moss, then veered right up the old Roman Road, now the B.6255, to Chapel-le-Dale, where it doubled back down a theoretically straight—according to the map—yellow road to Ingletton. Near here, Stan Annis became another flood victim—on a main road—in his Sebring Sprite, while John Oldham's Mini-Minor lost its silencer, and, rather than cause a nuisance, he sensibly retired. From Ingletton, where there was a Noise Control, the rally went north again over White Shaw Moss, skirted Dent and

followed the white road west along the southern side of the Dee, then in a general westerly direction again over slightly easier country past Milnthorpe to a control at 89/414834. This was the start of the first special section, the ½-mile climb over Tow Top with a 1½-minute time allowance and timing to the nearest five seconds. There was a bit of a hold-up here, John Grimshaw, Don's brother, in an Alpine, being delayed 5 minutes. As no detailed results were published at the finish, he didn't know whether he was penalised for this, and therefore whether to protest. The climb itself was a real scorcher: Ken James/Ian Hall (Sprite Mk. 2) went up with brake fluid seeping over their feet, while the Triumph Herald of Brian Hadfield/Geoff Herald ran out of petrol at the top, just managing to coast to the finish and still with only 20 secs late-ness.

From here, there was a neutral section with a petrol halt at Newby Bridge; but even this was so tight that Roy Fidler, spending two minutes adjusting his brakes, was two minutes adrift at the next control. During this section came the second special stage, a 40-second climb of Hill Top, up from 89/356858. There was further delay here. The next control was the Rally Central Control at the Farmers Arms, Sparks Bridge. This was so badly signed that several competitors, including Stephen Clipperton (VW), Peter Astbury (Morgan), and Lynn Lacey (Austin 7), overshot it and were penalised; this (and Fidler's penalty) at the end of a so-called Neutral section! This will give you some idea of what the combatant bits were like!

From here, the rally went on without a break through Lowick Green, across Gawthwaite Lands, and down to Woodland Station. This was followed by a tricky little loop, which included a nasty gated junction off the main A.593, and then a tight bit over the Dunnerdale Fells to Hall Dunnerdale. On this section, A. S. Sowden overcooked it on a tight-hand turn and put his Mini on its side, fortunately without damage to the crew, and remarkably little to the car. On again, up the Duddon valley to the eastern end of the Hardknott, which, east to west, was the third special stage, with a gate-to-gate time allowance of 5 minutes. Unfortunately, the timing equipment was faulty here, and so according to the organisers no one approached the set time, although many at the finish claimed to have been near it. The organisers, despite all evidence to the contrary, got on their high horse and wouldn't listen, though.

From the end of this special stage, the route swung south, back across Thwaites Fell to Ulpha, then back through Hall Dunnerdale (One questions the wisdom of routing a major event twice through the same village in one night). This was followed by a section over Wrynose, and then over the Blea Tarn road to the Langdales and a control—

which was off reference—at Chapel Stile. Then the convoy wound its way back down the eastern shore of Lake Coniston to the Central Control and the end of the tough stuff. By this time, the TR3A of Peter Baldam and Mike Kempley was getting very sick, but they just finished the night section, having put up easily the best performance. However, their motor could not make it along the main road section to the finish at Garstang, so they hitched a tow. This cost them the rally, for although they were announced provisional winners, a protest—not, I would emphasise, from the ultimate victors—caused their exclusion. On this main road run-home, there were six driving tests, which many considered somewhat superfluous, but which provided one or two exciting moments, such as when John Wood put his Mini sideways on a hump bridge.

Back at the finish, there was a long, long wait for results, which were not at all detailed when they did arrive, stating merely total penalties, and thus not telling people, for example, whether there had been a delay allowance at the special stages. This was followed by still more waiting while the protests were resolved—for which the organisers cannot, of course, be blamed—until finally the awards were presented at about 1 o'clock. This, coupled with the many little niggles that were the result of slipshod organisation, left many competitors disappointed that the Jeans should have so failed to live up to its reputation.

J.R.C.B.

RESULTS

1. D. E. Pollard/J. A. Baines (Alpine), 22.8 marks; 2. A. T. Fisher/B. Melia (Austin 7), 24.6; 3. R. McIlwride/D. Harrow (Anglia), 25.6; 4. R. Fidler/J. Hopwood (Anglia), 26.4; 5. B. Harper/R. Crellin (Sebring Sprite), 27.6; 6. G. H. F. Parkes/R. Dixon (Austin Healey), 27.8; 7. G. J. Allen/S. Woolley (Mini Minor), 28.2; 8. B. T. Hadfield/G. D. Hadfield (Herald), 28.2; 9. J. Grimshaw/D. H. Ralphs (Alpine), 30.2; 10. A. E. Bengry/



COLD GREY MORNING. Stan Annis (Sprite) tackles one of driving tests.

D. Skeffington (V.W.), 33.6; 11. B. Dalchesh/P. Nod (Sebring Sprite), 34.4; 12. K. G. Watkinson/J. W. Bateson (M.G.A.), 34.8; 13. P. Simister/A. A. G. Robson (Anglia), 36.4; 14. Mrs. P. Mayman/D. Hewitt (Herald), 37.0; 15. K. H. James/L. J. Hall (Sprite), 39.0.

JEANS JUDGMENTS AND GARSTANG GOSSIP

A good idea was the organisers' taking out a credit telephone account, so that anyone in trouble could call in free by quoting the account number, published in Final Instructions... several navigators were caught without a Sheet 90 when they began to plot the route, which was sent out in advance... Graham Robson was with Phil Simister this week, Julian Easten having temporarily retired from rallying... a certain journalist bent his Mini trying to

follow the rally... a vast Dane was seen appreciating Roy Fidler at the while the Cod Fiddler King self was doing likewise Yvonne Hilton... at least crew were saved from disaster an opportune lightning which showed them a n approaching bend.

Nurburg 500 Kms.

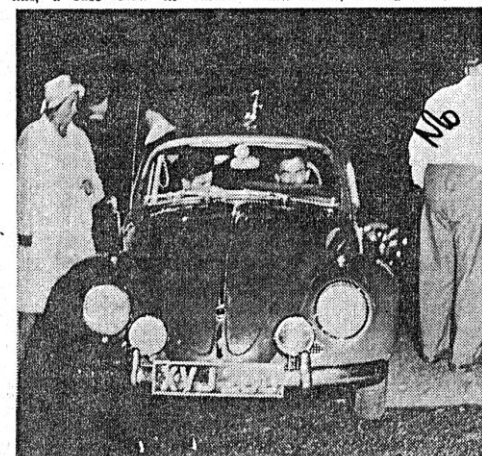
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27.2s. behind in fourth. O lap Signor Abarth was out track waving his drivers do an effort to consolidate placings. Hawkins won too the Sprite again and took chase Hedges.

Melville was late on lap he slowed into the broken spokes sticking on collapsed right rear wheel made a quick stop for a change, but it brought the gian Abarth within 31 sec. him. On the penultimate lap commentator became excited with the news that had rolled to a stop R. Schwabenschwanz with a pump failure. This put the grunted driver down to place by the time he crossed the line, and Abate crossed the victor, with di Priolo and the Melville/Jackson third, Hedges fourth and Walker/Hawkins Sprite second. Liebel's Abarth won the 700 c.c. G.T. class by five from Linge in the works B. Bill McGowan placed his T.C. third in his class ab the works Saab driven by sson and Johansson. The Hamlin Mini was seventh class after running out of when about to pass the Mini on the last lap. Al Christabel Carlisle did drive, Monika Wallraf up fair sex when she co-dre Auto Union 1000 into a second place with Karren

FORTHCOMING EVENTS

SEPTEMBER 9	
Bugatti O.C.	Hill Clim, Prescott, 11.30 a.m. (Championship runs Sunday)
Aintree Circuit Club	Race Meeting, Aintree, 2 p.m.
Jaguar D.C.	Race Meeting, Silverstone, 1 p.m.
B.R.S.C.C. (Northern)	Race Meeting, Rufforth, 2 p.m.
B.A.R.C.	Race Meeting, Oulton Park, 2 p.m.
Motor Cycling Club	Sprint, Wellesbourne, 11 a.m.
Scottish Sporting C.C.	Driving Tests, Strang's Garage, Chapelham
B.A.R.C.	Practice Day, Goodwood, 1.30 p.m.
SEPTEMBER 10	
Morecambe C.C.	Illuminations Rally, Midland Hotel, Morecambe, 9 p.m.
Craven M.C.	Hawthorn Rally, Reading 9 p.m.
Bideford & D.M.C.	Bideford Rally, Bideford, 11 p.m.
R.A.F.A.M.C.	Badminton of Britain Masters' Rally, 109/458617, 11 p.m.
Bognor Regis M.C.	Regis Rally
Rochester, Chatham & D.M.C.	September Rally, Windsor Garage, W. Malling, 8 p.m.
Coltress C.C.	Rally, Strathaven, 11 p.m.
W. Essex Car Club	Rally, "Three Jolly Wheelers," Woodford, 7 p.m.
Mid-Derbyshire M.C.	Rally, New Car Park, Alfreton, 10.30 p.m.
Linden M.C.	Rally, Bartley Green Reservoir, near Birmingham, 9 p.m.
B.A.M.A.	Rally, Sirensall, York, 9 p.m.
SEPTEMBER 10	
A.C. D'ITALIA	ITALIAN G.P., MONZA, 2.30 P.M.
AUSTRIAN MOUNTAIN CHAMPIONSHIP	GAISBERG (S. G.T., F.J.)
Bugatti O.C.	Hillclimb, Prescott (Championship runs), 11 a.m.
Harrow C.C.	Sprint, Brands Hatch, 1.30 p.m.
Mid-Cheshire M.C.	Sprint, Winslow
W. of England M.C.	Autocross, Thorn's Cross, Haldon, 2 p.m.
Bristol M.C. & L.C.C.	Autocross, Chipping Sodbury, 2 p.m.
Huddersfield M.C.	Driving Tests (Flather Star event), St. Paul's Street Drill Hall, Huddersfield, 10.30 a.m.
Guildford M.C.	Driving Tests, Thursley, 11 a.m.
Kenish Border C.C.	Trial, Vinnars Park, Farnham, 10.30 a.m.
C.S.M.A.	Rally, Princethorpe, Coventry
V.S.C.C.	Driving Tests, Madresfield Court, Malvern, 11 a.m.
Brent Vale M.C.	Driving Tests, 2nd Square, Denham, Bucks., 2 p.m.
Alvis O.C.	Driving Tests, Riccall Airfield, Selby, Yorks., 10.45 a.m.
NALGO (Met. Dist.) M.C.	Driving Tests, W.D. Site, Park Road, Binsard, Surrey, 2.30 p.m.
N. Staffs. M.C.	Driving Tests, R.O.F. Factory, Swynnerton, nr. Stone, 2 p.m.
G.E.C. C.C. (Erith)	Driving Tests, Country Club, W. Kingsdown, nr. Wrotham, Kent, 11 a.m.
Kings Lynn & D.M.C.	Rally, 124/680242, 2.30 p.m.
Soar Valley M.C.	Rally "The Oddy Owl," Leicester, 9.15 a.m.
Railton O.C.	Concours d'Elegance, Heston Airfield, Middlesex, 11 a.m.
Alvis O.C.	Concours d'Elegance, Kinloch Castle, Girvan, Ayr, 1 p.m.
V.W. O.C.	Social Rally, Blenheim Palace, 1 p.m.
Chequers Social M.C.	Gymkhana, Hiats Farm, Ufton, Leamington Spa, 2 p.m.
SEPTEMBER 13	
Airedale & Pennine M.C.	September Saunter, 96/151403, 7.15 p.m.
SEPTEMBER 14/23	
S.A.C. de NICE	TOUR DE FRANCE



FIRST CAR off in the Jeans Gold Cup rally was Bill Bengry's VW, leaving from the start near Blackburn.

STARLIGHT RALLY

Sept. 16th/17th

250 MILES OVER

MANNED CONTROL

This Event is a Quality Event for Southern C and South Western Champion Regs. from Miss J. De 36, Kinson Road, Wallis Bournemouth.

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