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others persisted that he should

The protest committee added a rider, however, that the Royal Yachting Association should consider attempts such as this to evade the spirit of the rule.

# Cliff-hanging at 7,000ft. in the Alpine Rally

From Our Motoring Correspondent  
**JACK HAY**

CHAMONIX, FRANCE, Tuesday. Drivers in the international Alpine Rally arrived here to-night for a 12-hour break in the tough course over the mountains which constitutes the 1960 event.

Among them are two more-than-thankful motoring correspondents: Tommy Wisdom, of the *Daily Herald*, and myself.

We had been motoring for some 24 hours before the start of the climb over the 7,000-ft. Vivione Pass, one of the most dreaded among Alpine Rally drivers.

It had been deleted from the list of passes to be covered in the 1960 event, at the request of the Italian authorities, because it was closed to normal traffic. Overnight it was decided it could be opened specially for the rally.

It was Tom Wisdom's turn to drive and as we neared the top of the pass I was able to tell him that we were on time. Then the back-end of the car slid on the grit and we tracked into one of the safety poles lining the edge of the long drop. It turned us half round and the nose of the car broke through another of the barriers . . . and there we were, precariously balanced, with a lot of air beneath us.

## Others Suffered

We sat for a moment while the car poised itself. Then, gingerly, Tom Wisdom opened the door and slid half his body out to act as a counterweight. Cautiously, I opened the door on my side and fumbled for a footing. After a moment I got it and was able to clutch one of the safety stanchions, which the crash had bent outwards. I held on to that, then snatched the bumper of the car so that it would not roll into the valley as Tom Wisdom got out.

We next found that the movement of the car had pushed some earth over the edge and it was possible to jam a boulder there. We pushed our special wheel-lift on to the boulder and

as we wound it up, I pulled on the bumper.

Somewhat nervously, Tom Wisdom climbed into the driver's seat. We selected reverse and pushed the starter, but the car would not budge.

I climbed over the edge again and pushed on the bumper. Tom tried reverse as I pulled—and she moved.

We went down to the end of the pass nine minutes late, well within the 30-minute margin allowed before disqualification.

Despite damage to our steering gear, we have gone through the Gavia Pass 15 minutes late, but are still with the rally.

Others have also been suffering. Mlle Annie Soisbault, Robbie Slotmaker, and Les Leston, of the Triumph team, are all out. So is Ronnie Adams of Austin Healey and Eric Carlsson, Sweden.

Mrs. Ann Hall and Miss Valerie Domleo have had a crash in their Ford but I understand that they are both unhurt.

Reports are that Miss Pat Moss put up the fastest time of the day in the special test at Monza this morning, beating all the Continental drivers.

## Full Sale Ahead at the Stores

By a Woman Staff Reporter

With summer clothes reduced to half price, and with the hope of at least three more months of sunny weather, Birmingham people have been taking advantage of the summer sales this week, to stock up for the holidays.

Because the stores have been opening their sales on different days—one started yesterday, another starts on Thursday—there has been no invasion of bargain hunters, but reports from most of the stores say that more goods are being sold than last year. Two reasons are given. One is the effect of full employment, and the other is the effect the newspaper strike had on last year's sales.

## Fashion Departments

As a result of the "season" system, in which all summer stock has to be closed to make

# Skinners

SHOES

## SALE

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