

At this point we should also give the testimony of a neighbour whom the Mathar family had met as they were walking along the road. This man was sitting outside his house when he caught sight of the object, far off. At the time when the object drew nearer and became stationary, he reckons that its elevation was about 30° or 35° . He describes the object as rather vague in shape, of a red colour, and he estimated the duration of the first sighting at three minutes.

Then, after the object had "gone out," he saw the phenomenon reappear 30 seconds later and, from where he was sitting (unlike the Mathars) he says that its shape now appeared much more clearly, that it was round, and that it was surrounded by small points of light. He thought indeed that he could also discern a sort of faint smoke enveloping it. No sound was heard from it during these various phases and when the thing vanished it went very suddenly.

Frightening Experience on the London-Brighton Road

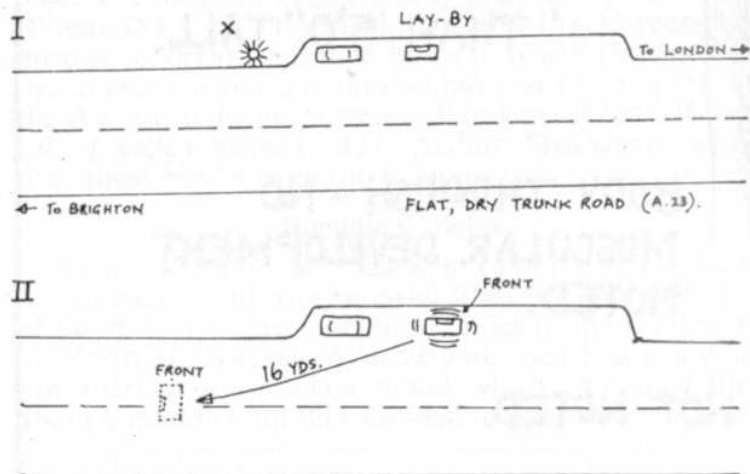
Jeanne-Marie Rivaux

Mlle. Rivaux is a member of the C.I.E.S.P.I. in Poitiers, whose President, Jean-Claude Baillon, has contributed in the past to both our journals.

TOWARDS the close of 1971 I was told of an incident that happened to two friends of a friend of mine in England. I thought it would interest you inasmuch as you might be able to link it to something else. Unluckily I lack two very essential details: the precise day and year in which it happened. All I can say is that it occurred a few days before Christmas 1967, or 1968, between 10.00 p.m. and 11.00 p.m. The witnesses were two French students who were to spend their holidays in London.

They had disembarked in Newhaven and were driving past Brighton, towards London. As it was late they decided to stop and spend the night in their car (a Renault 4) in a lay-by. A dark car about the size of a Ford *Taurus* was there already with all lights out (they did not bother about it, did not notice if anybody was in it, and parked their car just in front of it).

This lay-by can be approximately located between Brighton and Handcross. They said that apart from Brighton they did not drive through any other place;



In sketch I, x denotes the position of the presumed street lamp. In sketch II the dotted outline shows the final position of the Renault 4 astride the centre line

it was far from any other village or town. There seem to have been no buildings around, but the road was illuminated by an orange light, probably from a street lamp to indicate the lay-by.

On stopping, the driver switched off the lights of the car, except the inside one, and put the hand-brake on. He remained in front, while the other laid down to rest on the rear seat. As soon as he had settled, the car was shaken violently in every direction, from one side to another, and up and down. At least, they had this impression, and they also felt a sensation of being pulled to the right in a descending movement. They were so stunned that they cannot figure out for how long the shaking persisted. But when it stopped, the car was found to be lying horizontally across the middle of the road and about 16 or 17 yards (15 metres) behind where it was standing originally (it must be said that the road was perfectly even and dry).

The driver realised suddenly how dangerous it was to be thus on the road, and he started the car, but the engine stalled because the brake was still on. He started again and parked the car in front of the other one, on the side of the road. Then panic-stricken (and his friend as well) he drove off very fast towards London. Up to then they had not linked the presence of the other car with what had happened to them, but on their way to London they were persuaded (only in imagination, they later said) that they were pursued.

My informant, Christian Chasseriaud, does not mind his name being published in the Review; he did not want to give me the name of his friend—the one who was driving—because he did not know whether he would approve of this. As for his sincerity, I am sure he did not invent the story. He has been a student of economics for four years at Poitiers, and according to friends who know him well, he does not show any tendency towards story-telling. He came to speak of this case very casually, and when I met him he sounded sincere. Of course this is no evidence. As for a common hallucination . . . ?

The Rosedale Humanoids: Further Details

An Artist's Report, from Brian James

The details for this follow-up report of W. K. Allan's interview with Miss Esther Clappison of Rosedale, Alberta, Canada, are taken, with the kind permission of the editor, John F. Magor, from *Canadian UFO Report*, Vol. 2, No. 5, 1972-73.*

AFTER reading a report on Miss Clappison's experience [W. K. Allan's account of his interview was published in *FSR Case Histories*, Suppl. 10, June 1972, under the title: "Humanoids and craft seen at Rosedale,"—EDITOR] artist Brian James was so interested that he went to Rosedale, which is some 65 miles ENE of Calgary, spoke to the witness, and viewed the site of the alleged landing. The end-product resulting from this visit was a composition depicting the scene as it might have been on the evening of June 9, 1971 [chosen for our cover design in this issue] and sketches illustrat-

ing his analysis of that scene, and of one of the reported occupants of the craft. These last two sketches accompany this article, and they include some fresh details unearthed by him during his investigation.

Here is a brief synopsis of the incident:

It was about 8.50 p.m., and there was a full moon. Attracted by a bright light which she saw through the window of her house, Miss Clappison went out to the

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