

# The Boathouse

7 Westcliff  
Sheringham  
Norfolk

Telephone: Sheringham 2717 24th October, 1972

Dear Louis,

Thank you for your letter: I am enclosing cheque for £13 for the parts. I would very much appreciate the spare glass for the speedometer. I do not know about getting the smaller things to me, except that I have a friend who visits Manchester University now and then, to see his son. He would collect by arrangement and perhaps this will be the best ~~method~~ <sup>method</sup>. I really believe that it might be best to settle for things as we go along as on such a basis we know where we are and there is no muddle, which is the reason for the enclosed.

Regarding the Prescott Meeting in June, 1973. The first thing for you would appear to be the joining of one of the clubs who are in the position to issue an invitation to members. As you must be aware, this hill belongs to the Bugatti Owners' Club; the Vintage Sports Car Club will be something to do with the organization and may be able to offer invitations; this also applies to the Midland Automobile Club at Birmingham, who run the Shelsley Walsh Hill. As a member of the VSCC I found it almost impossible to get an invitation of theirs accepted, owing to the oversubscribing which is becoming greater as the years go on. So, wanting to have a go at Shelsley Walsh I joined the MAC - which gives the RAC membership a £1 discount (I happen to be a Member of the RAC, so this helps). I shall, therefore, get invitations from both the VSCC and from the MAC, I presume and will hope to get accepted somehow. Perhaps the best thing is to get your application in on the very first day entries are accepted. I suppose that eventually I shall join the BOC as well. This then is the first stage.

Regarding the car, I have no secrets. Also, I do not think that you need to ask me, with your experience, and, taking that you tuned the Chevron! However, I have fitted a twin, progressive 28/36 Weber carburettor, four-branch exhaust (which I will send you as soon as I can - before the end of 1972, I promise), and we have added lightness. The camshaft is standard but I have not given up hope of getting something better. Personally I believe that gear ratios can matter which is why I have been experimenting with