

various-sized rear wheels (bring comments such as Bill Boddy "Motor Sport" of 'beach-buggy' 'skids' etc., or was the 'b-b' John Maltby?) Then the head has been cleaned out. You will or may need valve springs stronger by 10%. You see, the standard Aprilia valves float at around 5,200, whereas the +10% will perform up to 6,300 without protesting. Incidentally, I have a spare set of these which you could have: I had two sets specially made up for the purpose. Cost, £3 a set of inner and outer. Engine was balanced when first preparing it at Jack Brabhams but I would think that any balancing shop would do the job as well. So there it is. I certainly do not have to tell you about driving... Incidentally, I did get up Prescott in 77 secs. on my first try (not having looked at the hill before hand) and ran out of road at Pardon Hairpin on the way. After backing off the deep sand, put there to catch the unwary, I restarted and turned in a 77 secs. Sorting myself out on the return (timewise) I was looking for a straight climb in the low sixties - now I knew the way up. But try as I might I could only just break 70 with a 69 sec. This was the full hill, but the June meet may be the old course and I have no idea what this could mean. Honestly I can say that I enjoy these hills ten times better than any track racing. It is an out and out blind, no holds barred. You are on your own with none others to worry about. Taking that the whole show is over and done with in about one minute has no bearing on the sport: there is some fascination which makes amends for any shortcomings which may have previously existed. Quite honestly, I would like to take up a standard Aprilia and see what the score is.

Just realised that I said nothing about the petrol tank. Are you able to put this on a Road Carrier (National Carriers or BRS)? I do need this rather urgently. The rest can wait. I only wish I had the time to come along and see what you have got. It might be worth getting out a list of the parts with the condition. I do attempt to add to the fittings of this very special model (The Aprilia) as I always believe that it is something very special indeed. I have used nothing else myself for thirty-five years, although I am always driving other motor cars, new and ancient. To me there is nothing with all the advantages of this so-unorthodox model and I am now beginning to feel that in the future they will be most sought after - which is not the case at the moment, thank the gods.

I am hoping to do an article "Aprilia at Shelsley Walsh" for the journal, but those who hold the reins rather sneer at us "non-U" lot for putting Aprilias into competition. [redacted] appears not to be interested and [redacted] openly says that Lancias are not meant for this purpose. I leave them to their "sandwiches were produced by Pat and the beer was frothy" kind of motoring.

Regards,

Kurt (See next page)

*Notes (thought) -
is to produce a
summary of the
history of the
club for
minutes*