

Our Cottage in
Yorkshire Dales

21-8-90

Dear Stan

Sorry about the long delay in writing. We have been on the canal boat for 10 days but I spent odd moments (in between painting the outside of it) writing up the 'Wide Chassis' saga for Hill newsletter. I'll send you a copy in a week's time when I've photocopied it. I've really opened a can of worms with this research and have had a lot of work to do before I was in a position to write nice social letters (like this!). Trouble is I've got about 6 months behind with the normal Hill enquiries which come my way in a 'never decreasing' stream.

Glad that you've accepted that your car is the '1500'. Thought I might have a bit of trouble convincing you and that you'd set Ortenburger and Russ Hoering onto me. Very interesting about the FWA chassis plate. ACBC was a crook of course and generally lied about the previous racing history of cars he shipped to J.C. 'as new' — only done a few test laps of Le Mans in the case of 212! Of course your chassis plate may be later than the fifties — don't want to disillusion you but you'd better let me have a close up photo of it sometime so that I can check if it's authentic. I've got quite good at picking out fakes lately including one on a Series 2 Climax 7 that I bought from Graham Coyne last year. I didn't let on at the time because what he didn't know was the overpriced 7 he was selling me was actually an X1! In the end I got a very cheap eleven albeit with replica chassis plate. I naturally omitted to tell him until the deal was complete and I had the car secured on my trailer. (Who is the crook do I hear you say?!!) Anyway I have 3 Elevens now to bug me.

Also interesting about your scuttle ht. and larger fuel tank — point noted.

Jack Brady's car. Hope you haven't gone

Roger Sieling
367 GLENNON AVE
COLUMBUS OHIO
43214

to too much trouble in tracing this because I'm sorry to tell you that I've cracked it already (sickening isn't it!). I finally received photos of David Dunn's car (yes it is wide chassis, probably 2 out of the 4 '57 Sebring cars — I can't trace the 4th Sebring: 'HINSHAW' according to Russ Hoenig's Register, any ideas Stan?) and careful examination under a microscope shows it to be Brad's car.

The roll bar has been cut off but the scars of the tubes remain. Not obvious because a new roll bar has been added. Also an odd hole in the dash panel next to the fuse box on both photos.

Thank goodness your photo of Brad's car was taken from the rear or we'd have an extra wide chassis car that had disappeared on our hands.

Overall there seems to have been only 7 wide chassis cars + 2 wide body (Jim Hobbier + Hinshaw) but Mike Laver's car has resisted all of my efforts to prove that it is 210 (no 36). It has numerous characteristics of a '56 Le Mans car but it never had leather strips in addition to the body closure springs plus a filler cap that hinges the wrong way. Could it be a 4th spec car never mentioned in any of the reports? It would solve a lot of problems if it were Hinshaw's Sebring car but this was reported as 'wide body' only. Only other maverick is the recently discovered Jason Wright wide chassis 'club' in Italy (from Germany). Could have been to L.M. spec in the past.

Low diff mount is interesting, 211 and 212 had chassis designed for a 5 point mount but apparently only 3 points were used. I should imagine that 210* is the same (when we find it)

The FWB that I have is a more long term venture if you were interested. It is 'as new' having had very little use and certainly none in competition. Came with a very low comp. ratio and stage I cam. However I am awaiting an oil pump and one or two other 'difficult' bits so it won't get rebuilt for a year or two. Current value after a complete rebuild, balance and stage II spec is around £6000^{in the UK}. I seem to remember that you told me you had a Bear cat when I called at your house — I presume

is definitely the second 1100cc car.
* 210

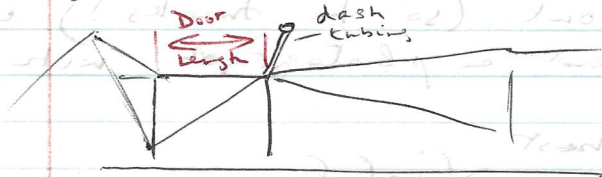
(3)

That there are 1500's.

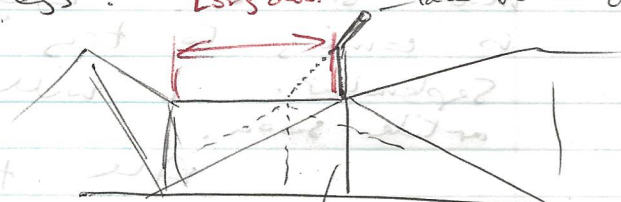
Glad to hear you have a French speaking person in the house! I still haven't got a copy of 'Les Anglais à la Mer' by Dominique Paschel but should be good.

The 8mm movie from Keith Green came to me from the US on VHS video tape, also good to me at all because UK VHS is a completely different standard. I had to go a long way to find a T.V. broadcast station which had a US spec. player. Once I've done with the tape I could pass it on to you, but as it is a copy that came from Roger Seiting, (Perhaps he'd let you have another copy meanwhile (Address Later)

Short door elbows were (made up to chassis 240 odd and the reason for the doors being made longer has not as yet been explained - ease of getting in & out?, racing mess? 'Long door' - later version dash



ORIG. SHORT DOOR



this tube moved forward

The difference on the chassis is that the side supports for the dash are kinked instead of straight. The position of the dash itself is the same. Le Mans '56 cars were short, Sebring '57 long.

Canal Boats

Derived from traditional 70ft x 7ft wide coal etc carriers with small cabins aft only and horse drawn up to late 1940's but diesels as well. Ours is 45ft 'only', new (replica!) and has a full length cabin so the only coal it carries is for the stove. Has lounge with 8ft settee, stove, Galley with sink, cooker, fridge etc and breakfast bar. Bathroom with hip bath, shower loo (Toyn) etc. Bedroom with double bed, Engine room aft (big slow revving diesel). All this weights 15 tons (w.s.) carries 200 gallons of fresh water, 80 gallons fuel, gas (also gas heating) 100 tank etc. Steel hull & superstructure insulated and lined with mahogany. Brass fittings inside & out.

There are about 3000 miles of waterways in England (5000 miles in 1790!) so far ~~not~~ restored but more on the way.

Yes restful slow existence. Pubs every 3 miles or so! Brett Johnson (wide chassis 275) is coming to try it out (so he thinks!) in September. I will send a photograph with article soon.

All the best

Vielor