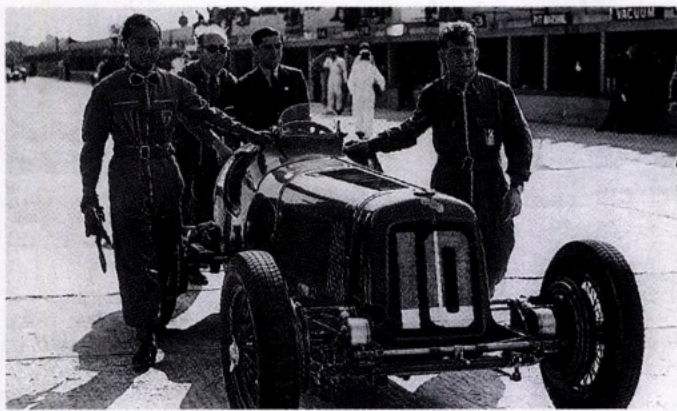


The Prince and the pitboards



FOLLOWING MY PIECE ON PIT-SIGNALS (AUGUST) I REREAD Prince Chula's book *Wheels at Speed*. He explains the signals were "a round black disc with a white number for number of laps run, a square black board with white number for Bira's position in race; above a line the number of the car in front of him, below it, by how much. The go-faster sign was a yellow disc with, in red, the first letter of the Siamese word for 'fast', to 'come in' a blue disc with a red Siamese first letter was used, for 'stop' a red disc with yellow Siamese letter."

Chula explained that using Siamese was not to keep signals secret but to make them sufficiently different for Bira to "recognize them in a flash".

Hockenheim: how we laughed

SIMON TAYLOR IN *MODERN TIMES* LAST month commented on how the Hockenheim circuit brought forth hoots of derision when in 1977 it replaced the Nürburgring as site of the German Grand Prix.

It reminded me of how Jenks responded at that time in his letter to 'Dear WB'. He wrote: "I am starting this one from the offshore island of Great Britain instead of mainland of Europe, the reason being that I went on strike and flatly refused to go and watch the German GP being run at the Hockenheim Stadium."

His page-long 'letter' mentioned how the new circuit had chopped off the town end of the original circuit. However, he did report in full from a Formula Two race at Hockenheim in 1977, which was won by Germany's Jochen Mass in a March at an average speed of 124.485mph.



Inaugural GP at Hockenheim saw Niki Lauda win in the Ferrari 312T2

Buy this book!

THE WATER SPEED RECORD BY KEVIN Desmond (Batsford, 1976) having been long out of print, a little book by Fred Harris, edited by Mike Rimmer, is a useful stand-in. It outlines very well, with fine pictures and drawings, the boats used by all the WSR contestants between 1928 and 1978, when the record went from 92.83 to 317.60mph.

Harris reminds us that while 60 drivers have risked their lives for the Land Speed Record and six have been killed, 14 have tried for the

WSR and seven have died. These brave attempts are well remembered in this book; Lake Windermere, Loch Lomond, Coniston Water, Loch Ness and Ullswater figure.

Before Donald Campbell set out on that fatal last attempt and the media men had been complaining of delays, MOTOR SPORT reminded them that, in the end, it was Campbell who had to risk his life.

A capital book, for a mere £4 post-free, from F C Harris, 132 Linaker St, Southport, Merseyside PR8 5DF

obituary

Monica Whincop

I am deeply saddened to hear Monica Whincop has died, but peacefully in her sleep after a long illness.

When I knew her she had her 1924 A7 Chummy 'Abdul the Damned' and built the GN-based sprint car 'Chatterbox'. After marrying A C ('Twink') Whincop she drove his Bugattis at Lewes and Prescott, and was a regular official at Bugatti OC events. In post-war years she owned a Fiat Ballila and her immaculate 1100cc HRG 'Hergi', which was taken to her funeral.

miscellany

CONTINENTAL RALLIES HAVE become popular with car clubs and one-make organizations, and are likely to increase while the foot-and-mouth epidemic restricts such happenings here. The Guild of Motoring writers had one such 400-mile jolly in France recently, the entries including its President, Lord Strathcarron, with his 1954 Bentley, the Chairman Matthew Carter in a 1991 Alfa Romeo SZ, Michael Bowler's 1934 Frazer Nash TT Replica, Chris Willows in a BMW Z8, the Macbeths in the Vauxhall Collection's 1961 Viva F, the Llewellyns in a Ford Heritage 1963 Consul convertible, the Baldwins in their 1960 Austin-Healey 3000, Clive Jacobs with his 1964 Bentley SIII Continental convertible and the editor of the Guild newsletter *Update* using a 1959 Vauxhall Velox P.

The oldest car was the Baldwins' 1926 Delage. So you see, the motoring writers do know about the older cars! Winners of the clues-correct competition were the Hensons, driving Elaine's immaculate Austin A35.

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FOR ITS 50TH ANNIVERSARY THE Singer Owners Club will have a novel Run, taking in 10 speed-trial and speed hillclimb courses which were in use before the RAC ban on public-road events in early 1925. These will include Alms Hill near Henley-on-Thames, located with the help of a 97-year old who remembers it, although the 'Cannons', once a hazard, have eroded away. It will also take in Kop, Aston, Britwell and other hills and the Dancer's End sprint course. For details of what will surely be an interesting event, contact Alan Wood, 8 Ambleside Court, Ambleside Avenue, Telscombe Cliffs, East Sussex, BN10 7LT.