

a 1:1 real body. The full-size Tatra T77A has not been tested to date. The figure available for the 1933 T77 for a 1:5 model is 0.2455; for the 1936 T87 for a 1:5 model it is 0.244, as tested in the tunnel at the Research and Testing Institute, Prague-Letnany, and for a real car 0.36.

Yet all these three Tatra cars are very similar. From this it can be seen that there is a substantial difference between the figures quoted for models and the real cars, and saying that the T77A has Cd 0.212 and the T87 Cd 0.24 for real cars is therefore incorrect.

**IVAN MARGOLIUS**  
www.tatraplan.co.uk

### NOT A FAN, THEN...

I READ WITH SOME SURPRISE that the Jaguar E-type has reached 50 years of age, having picked up issue 99 in Penang. Fair enough.

But I was sickened to read the fawning drivel and mind-boggling balderdash written about such an overrated motor car, which from its inception was riddled with tinworm and possessed of barely legal brakes and questionable handling. Fifty years on, the Eagle company has finally ironed out its flaws, but at what cost? Six hundred thousand pounds sterling!

The E-type is, for God's sake, a pressed-tin, mass-produced motor car, albeit a pretty one in its day. But it is certainly not worthy of the blind adulation poured upon it.

**MIKE DAY THAILAND**

### LOTUS LAUNCH IN '68

YOUR BUYER'S GUIDE on the Lotus Europa in issue 103 reminded me of the 1968 UK Lotus dealer launch, masterminded by the larger-than-life sales director Graham Arnold. Each participant was sold a demonstration unit to be collected from the launch venue – naturally, the Europa Hotel in Grosvenor Square.

Five or six transporters arrived in the square from the Lotus Factory at the crack of dawn, and each parking meter was occupied all morning by a shiny new Europa. The traffic wardens went mad and scores of tickets were issued before the dealers were let loose to drive around the West End.

I jumped into mine, but being 6ft 6in tall I found it impossible to shut the driver's door, and had to hold it open as the convoy surged around the streets, causing a jaw-dropping traffic jam of its own. Not for nothing was the Europa known as the 'Bread Van' in the trade.

**GRAHAM THOMAS**  
QUEENSLAND, AUSTRALIA

### FLAT OUT IN AN SM

LIKE DAVID LILLYWHITE [*Octane Cars*] I had, for far too short a time, a Citroën SM, immaculate in pale gold. I had many adventures in it, but one remains clearer than the rest.

One day I was progressing along some motorway or other in the SM, accompanied by my five-year-old son. We came upon a pair of racers blocking our way: an Austin-Healey 3000 and some sort of Alfa. They were very evenly matched, roaring along side by side, flat-out, with neither able to take the lead. 'Pass 'em, dad, pass 'em!' cried my son, so with not a little cheek I flashed all six of the lights.

The Big Healey, which was in the right-hand lane, pulled in behind the Alfa – obviously a sporting fellow – and we whooshed past the pair of them, much to the delight of both children on board the SM. You really could do that sort of thing then...

**GORDON GILLET BY EMAIL**

### A KIWI AND THE COMET

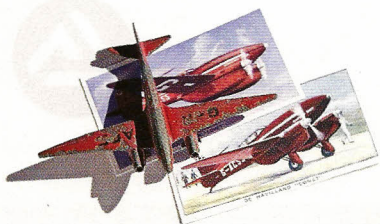
THE ARTICLE on the De Havilland DH88 Comet in *Icon*, issue 100, mentioned it being sold for £250. It was purchased by Arthur Clouston, who was born on 7 April 1908 in Motueka, a small New Zealand town at the top of the South Island. He joined the Royal Air Force in 1930, and was offered employment as a test pilot with the Royal Aircraft Establishment, Farnborough.

When the scrap deal was completed, Arthur had the Comet rebuilt by engineer Jack Cross with the intention of competing in air races.

He decided to attempt to break the record from London to Cape Town and back with Betty Kirby-Green. The London tailor Burberry contributed towards the expenses and the aircraft was named *The Burberry*. They successfully broke three records held by Amy Johnson, and the Seagrave and Britannia trophies were awarded in recognition of their achievements.

Arthur's next record attempt was London-New Zealand return (26,000 miles), which he did in 10 days, 21 hours and 22 minutes, to establish 11 records. The rebuild of the De Havilland DH88 Comet 'G-ACSS' had proven a worthwhile exercise.

**KEVIN YORK NEW ZEALAND**



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