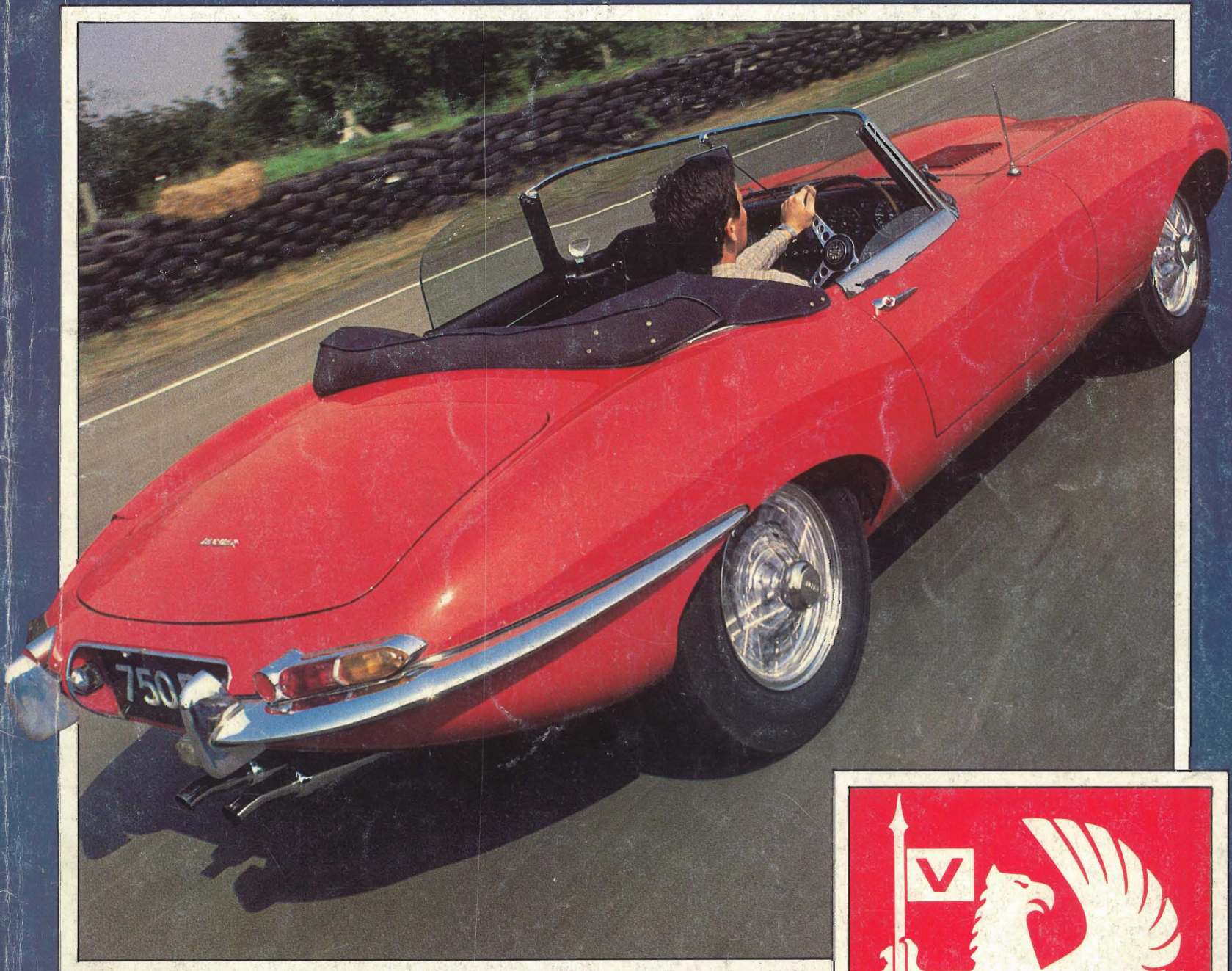


# CLASSIC

AND SPORTSCAR

A HAYMARKET PUBLICATION

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**JAGUAR E-TYPE IN PROFILE**

**FERRARIS: FROM DAYTONA TO BOXER**

**VW - PORSCHE V MATRA • COOPER - BRISTOL**



**FREE INSIDE: SPECIAL  
VAUXHALL SUPPLEMENT**

# YOUR LETTERS

Write to: Classic and Sportscar, 38-42 Hampton Road, Teddington, Middlesex

## Price cut

Isn't it amusing! I often buy your excellent magazine and I read it with particular interest when you ran a profile on the BMW 2002 Tii (C&S, June), as I am the proud owner of an immaculate November 1971 Tii.

However I recently decided I had had enough of its jet-like luxury so I acquired a 1966 Lotus Elan S2 dhc - I've wanted an Elan since the early sixties. The BMW had to go . . .

Imagine my horror - I have been quite unable to sell it at £1200 or anything near that - despite the figure given in your Price Guide. In fact nobody has even been to see it.

It looks as if I'll have to sell the Elan simply to quieten my bank manager and patient but depressed wife. I realise your figures are to be used as a guide to 'asking prices', but I suspect they are totally unrealistic.

**Alan Dugdale**  
Cardiff, Wales

As you say, our price guide is compiled by monitoring asking prices in a wide number of magazines and newspapers. While there is no practical way of finding out true selling prices, we do feel our guide is as realistic and representative as it can be. Perhaps you simply chose a bad time to sell your car. Now that the holiday season is over try advertising it again and see what happens - Ed.

## Sneek preview

I read with great interest your story on the Dutch Gatso, in September's C&S.

One of the photographs, showing the closed-coupe, has the caption 'Was it ever made?' I can attest to the fact that at least one was produced and offered for sale. Around 1950 in my hometown of Sneek in Belgium, a doctor/car enthusiast owned one, in dark grey, with pigskin upholstery and sliding roof.

The only way the car differed from the artist's impression was that it had small rear and front bumpers, which could be detached by means of some locking mechanisms. The car was equipped with a Mercury engine and had a three-speed gearbox with overdrive. The owner took me for a few rides and I recall that at one point we did 160kms, close to the claimed top speed of 105mph. I have no idea what happened to the car except that some-

time around 1953, I saw it again near Amsterdam.

A sports roadster was also produced, having a 1500cc Fiat six-cylinder engine; this car won many a race whilst competing in Dutch sportscar races at Zandvoort.

Initially, the cars were called Gatford but Ford objected to this name combination, as there was also a French car called Matford.

Ironically, Gatsonides switched his talents from producing fast cars to producing speed measuring equipment for the Dutch police. These devices were called "Gatsometers". They worked . . . as I once got a speeding ticket in my Bristol 401, when the police used a Gatsometer to clock my speed.

Thank you for a most enjoyable magazine.

**J.J. Rasterhoff**  
North Hollywood, California, USA

## Back to back

I must tell you how much I enjoyed your article comparing the Ferrari and Aston Martin, (C&S, September), so much of it was completely true. If only there had been more! They are two of the finest cars available and are totally different, as you pointed out in the article.

I enclose a photograph of my own

cars, both 1961 models. The Ferrari 250GT is nearing completion after a long rebuild - hence the lack of adornment - but I must say I find the Aston Martin DB4 to be the 'angry' one. I enjoy bombing up and down our local by-pass just for the fun of it.

Modern cars, with all their refinements, just do not give that feeling.

**A.E. Saunders**  
Cliffe Hill, Warwick



Reader A.E. Saunders can carry out his own 'Back to Back' test with his Ferrari and Aston



Tom Threlfall in action in his Model A. But is the 'A' 'vintage', noisy and ponderous?

## Ford go-slow

Tom Threlfall's article on the Ford Model A (C&S, September) was most interesting but it must surely contain a misprint concerning the A's accelerative capabilities.

The Model A was considered to have 'striking acceleration' in its day but 0-50mph in 11secs, as claimed in the article, was, and is, just not possible.

The *Motor* road tested a Model A Cabriolet in 1931 and achieved 0-60mph in 32.2secs. The American magazine *Motor Trend* tested a Model A roadster in 1962 and achieved 0-60mph in 30.1secs, from which 0-50mph was about 21secs. Neither *Motor* nor *Motor Trend* have ever been accused of faint heartedness in achieving their acceleration figures so I would assume that 21secs as 0-50mph time could not be bettered by any Model A.

The motorists of the thirties had to wait for the demise of the Model A before they could sample the delights of an 11secs 0-50mph time, and of course the car they did it in was the Ford V8, the car that Tom Threlfall is anxious to prove should not overshadow the Model A. It is, however, difficult for it to be otherwise.

If the Model A was quite an advance over the obsolescent and uncompeti-

tive T that it replaced, the V8 was a quantum leap forward over the Model A, especially in performance. There has probably never been such a great increase in performance between successive production cars, either before or since. Even three years after its introduction in 1932 the V8 was still the fastest and most accelerative of the 1935 cars tested by *The Autocar*.

Sampling the two cars today and stepping from the driving seat of a 1931 Model A to a 1935 V8 say, it is difficult to believe that less than four years separate them. The A feels very 'vintage', noisy, ponderous and heavy to drive. The V8 - with twice the horsepower, twice the acceleration, reasonable handling and good brakes - will bear comparison with today's cars, especially up to its 70mph cruising speed, a velocity which is beyond the experience of all Model As!

I much enjoyed Tom's article with its pleasantly controversial tone, but it can't be expected that a V8 enthusiast will allow a misprint to overestimate his car's venerable ancestor. Sadly the V8 is not eligible for VSCC trials. Doubtless the experience would be too embarrassing for many revered makes and myths . . .

**Ian Milburn**  
West Hanningford, Essex

## Lotus position

Club Lotus will be presenting a nationwide series of lectures for prospective owners of used Lotus cars at selected locations throughout the United Kingdom during the late autumn and winter months.

Over the years we have amassed vast quantities of technical information on the earlier models, including the current range up to the run out of the 2-litre '907' engined Esprit, Eclat and Elite. Before running these lectures, and to be completely fair to Lotus, we

would like to augment our information on the Esprit 2.2, Esprit Turbo, Excel and Elite 2.2. If owners of these models would like to get in touch with us, we will send them our confidential product survey form. Information given to persons attending our lectures will be in statistical or general form - no individual experiences (or names) will be quoted.

Club Lotus can be contacted on 0362 4459 or by writing to Freepost, Dereham, Norfolk NR19 1BR.

**Graham Arnold**  
Club Lotus