



Tony Pay's unusual Sprite was the work of Lenham

LENHAM'S SPECIAL SPRITE

The special-bodied Sprite (*Past and Present*, October) is one of our early Lenham conversions.

It was built for solicitor/enthusiast Tony Pay and I enclose a photo taken the day the car was finished, in a special metallic blue-green that Tony had mixed.

This was during a period when we were making a number of moulds with different tail ends, and this version used the Triumph Spitfire windscreen. The bonnet was our standard Superfast Competition Bonnet, which is still available.

Tony Pay was a regular competitor (and still is) and although the car left us with a bog-standard 948cc engine this was removed and replaced with a highly modified engine. I remember Tony mentioning various events he had competed in, but cannot remember any details.

Julian Kingsford Booty
*The Vintage & Sports Car
Garage Ltd, Lenham, Kent*

THE PRICE ISN'T RIGHT

A lot of *Priced to Sell* (C&S October) is true, but...

Between 1985 and 1989, the shortfall of supply against demand was bridged by extending classic cars to include some worthy but mundane cars, and by importing unsuitable ones.

Prices have now re-adjusted to levels of four years ago, and are back in sensible relation to other expensive toys. The market is alive once again.

But your advice to your readers is very wrong if they wish to enjoy a true classic, rather than an 'enthusiast' car. There are few

examples for sale of any true classics. Left-hand drive MGAs – hundreds. Right-hand drive MGA twin-cam roadsters – a couple.

The best advice is: make your own mind up what that car is worth *to you*, and offer that price. If you know the market, you'll buy the car. If you don't know the real value, you won't buy it. By making low bids, you lose the chance to buy fine cars.

The vast majority of classic or enthusiast cars are owned by private individuals. You have ignored the problems that they face in adjusting to the new lower price levels. Where is your advice to them on *selling* in a buyer's market?

Your 11-point guide to buying classics contains some very dangerous advice:

1. An unrestored original car can turn into an expensive restoration project.
2. Provenance is important, but the blanket statement: 'Do not buy cars without documentation' is just plain crazy.
3. The mileage of classic cars is totally irrelevant. Condition is far more important.
4. Your advice is dangerous nonsense. The Aston and Ferrari fiasco of the last few years was a direct result of this thinking; never buy because it's the fashion – buy because you *want to own* it, and for no other reason.

The last two years have been tough, but the market is now alive again. You do not help anyone by advocating the return of the crazy days.

Fred Jenns
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OPEN WIDE AND

Willie Green did a great job on his Lotus Elan (C&S September). An exception to Simon's comments that all cars currently being raced are 'spec racers' or 'M' cars, take great pride in their cars, 26R number, and authentic. My car, but with some Se done by the original owner-racer; it also reproduction parts no choice during the My Elan has all-original a proper rollbar ho a modern roll cage, with wet sump lub get over 15 hours c before servicing an 8000rpm every shift

I have raced my North America and reputation of a giant **Dirk Layer**
Vail, Colorado, USA



Dirk Layer's Lotus object lesson in on

NOT A MIDGET GE

I read with interest *Priced to Sell* (C&S, I have recently pu MG Midget 1500 fo my view such a car should be in good co

Before purchase I report on the car; t found a few very m a mechanical/electr which were easily r I bought it, safe in th that I'd bought a sou

I had about a mo ing when I decided forlorn old seatbe from the static typ reel, for safety reason on removing the tri carpet in the approp I found both inner sil badly rusted. I tota out all the trim and bad news was not