

CORRESPONDENCE

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COASTAL GLORIES

A Reminder of North Cornwall

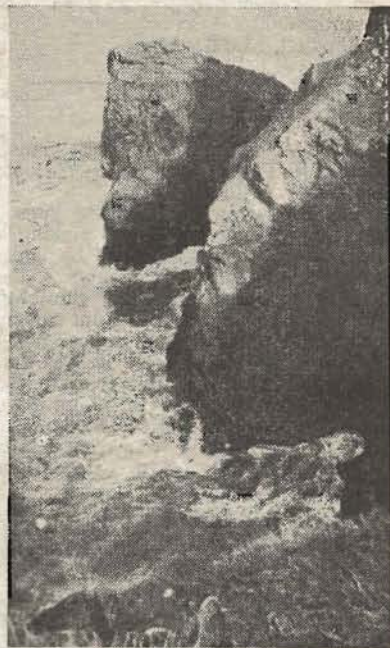
[63177.]—There have been some exceptionally fine illustrations (touring) in *The Autocar* of late. Michael Brown's photographs are always to be admired, and I was impressed by the pictures illustrating G. Douglas Bolton's article "Witchery of the Wye" (February 9)—they are decidedly unusual and a pleasure to look at.

But I have the impression that *The Autocar* has become a little "mountain minded"! Perhaps the Monte Carlo Rally has something to do with it, and the fact, also, that Lakeland is so (deservedly) popular. I don't know! The coast, however, seems to me to have been neglected. "Well, that is a summer subject," you may say. "The coast in winter is just a succession of gales and rain when nobody wants to see it." But the coast, and particularly the Cornish coast, can be attractive even in February, as witness (I hope you will agree) the enclosed photographs of Hell's Mouth, between Gwithian and Portreath, on the Sunday morning when the glass fell to 28in. We did not know what the glass was doing; all we knew was that we were enjoying brilliant sunshine (quite warm, through the car's windows, too) and Cornwall was a good place to be in. The M.G. later took a little-known track over the moor from Panters Bridge, below Warleggan, to rejoin A30 near Four Hole Cross, some of it was more like a river than a road (the M.G. decided it was best taken in low gear, to save its springs), but up on the moor—there was just the world to ourselves, with Rough Tor and Brown Willy in the distance, and we were glad we came that way.

Hell's Mouth is National Trust, but one wishes they had placed the notice board in a less conspicuous position. The smaller view is that seen from the edge of the cliff, a few yards distant from the car.

Well, you may like to give your readers a breath of ozone for a change—hence this letter.

Incidentally, with regard to The Scribe's paragraph headed "Priority" (February 16), I think I may say that the B.M.A. are not so irresponsible as he fears they may be in sponsoring



Hell's Mouth,
Cornwall (see
letter 63177).

a member's claim for a new car. The B.M.A. send you a form to complete, and, if they think fit, will forward the form to your local distributor, but point out that they (the B.M.A.) cannot promise early delivery. Your need for a car, or a car in replacement, determines the date of delivery, and your place on the list is decided by the distributors. At least, that is my experience. My M.G., which is new, is in use every day and in all weathers in a country practice, but I cannot hope to replace it for at least four years—so I am informed. By that time it will have covered some 50,000 miles (of muddy lanes and farm tracks) so I think one can fairly ask for a replacement then. Our pleasure use of it is very little indeed. I have had two weekends since last July; not excessive, I think.

On our recent trip, we left home after visits on Saturday, at 2.30 p.m., arrived Penzance at dinner time, and were back home again on Sunday evening. But the M.G. gloried in the freedom, and so did both my wife and I!

Cullompton, Devon.

G. C. ELLIS.

LAND OF HOPE AND P.T.

The Outstretched Palms of England

[63178.]—I have just been overcome with amazement at the depths to which it is possible to sink in the official mind in order to obtain money, without the slightest regard for justice or logic.

If I buy a second-hand car in France and manage to obtain an import licence in order to bring it into this country, I shall naturally be charged duty at 33½ per cent on the figure the Customs here consider to be its value. This is fairly normal, although the figure fixed might cause some discussion. The outrage then committed is that purchase tax is charged at 33½ per cent on the value of the car (probably plus duty) even though the car was manufactured long before purchase tax was thought