

## Chamois Spotlight - Part 27 - from Graham Smith

Before we leave the subject of the great weekend we had in July at ASCO's SNCW in the New Forest National Park, we would like to mention a nostalgic link our Chamois, KTK 348G, has with the area. Up to us getting the car last year, we know it had spent all of its life with its two previous owners in Dorset and then Somerset, which are, of course, close to the New Forest. In a way, it was almost like taking the car back home, and as we were driving around the lovely scenic routes, Gill and I wondered wistfully whether the Chamois had motored that way in its heyday.

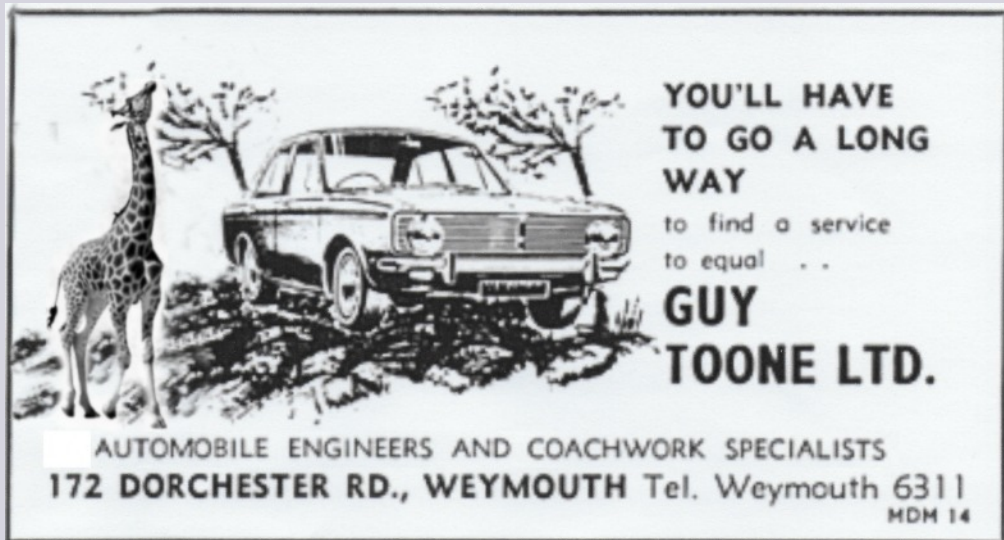
The car was sold new in March 1969 by the Rootes dealership Guy Toone Ltd in Weymouth to its first owners, who lived around eight miles away in Dorchester. Interestingly, the car has the dealer's nameplate attached to

the inside of the passenger door. We are lucky to have most of the service records for the car, which include the Guy Toone dealer's stamp in the owner's manual for the first 500 mile service carried out in May of that year, and an invoice for the first 5000 mile service performed by them in November 1970, costing £6 15s 3d, (£6.76 for those not familiar with pounds, shillings and pence) when the car had done 4272 miles. This was the last record of work being done by Guy Toone. Any service and repairs thereafter for the next few years were done by Merchants Garage Ltd in Dorchester, who, according to their invoice heading, were also a Rootes-Chrysler dealer.



<b>GUY TOONE LTD.</b>		CASH		AN <sup>o</sup> 3753	
172 DORCHESTER ROAD WEYMOUTH Telephone : Weymouth 6311		CREDIT		DATE 3/11/70.	
				CHASSIS No.	
ZE	MAKE CHAMOIS	REG. No. KTK 348G.	FUEL	P	SPEEDO 4272
REPAIR ORDER AND LABOUR INSTRUCTIONS					LABOUR CHARGE
5000 mile Service CASTROL GTX					4 176.
(Check O.S.P. book for oil leaking)					
Phillip jacked suspension on gear change linkage.					
Siphon top bush in steering column					
Adjust handbrake					
Check for rust spots on body work					
and touch up.					
TOTAL LABOUR		4	17	6	
MANUFACTURERS PARTS (See over)			5	6	
OILS AND LUBRICANTS		1	12	3	
<b>TOTAL AMOUNT £</b>					<b>6 15 3</b>

The invoice for the Chamois' first 5000 miles service shows that as well as the scheduled service, some remedial work was carried out free of charge, presumably under warranty. The handwriting is a bit difficult to read, but it lists checking the OSF hub for oil leakage, tracking down squeaking of either the clutch or gear linkage, tightening the top bush in the steering column, adjusting the handbrake and (most disconcertingly) checking for rust spots on the bodywork and touching up. It doesn't bode well if rust was developing already on a car around 18 months old, and may confirm other things I have read concerning poor quality paintwork associated with Chrysler's cost cutting measures. On the other hand, it may have been simply the odd stone chip that needed touching up by hand.



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It appears Guy Toone Ltd is no longer in existence. The only other bit of information Gill has found so far is an advert on the internet in a Weymouth College Rag Week magazine dating from the late 1960s, carrying an image of an Arrow Hillman Minx. However, our editor has pointed out that the original image on the left of the advert is these days considered unacceptable (different times), so he has asked if we would mind if he changed it for something else you would have to go a long way to find! Hence the giraffe.

We wonder if anyone from the Dorset or surrounding area has any recollections of this dealership or, indeed, has a car that was sold by them. Unfortunately, we didn't have time to drive as far as Weymouth to see if there was any trace of the garage on Dorchester Road - the nearest we got was the outskirts of Bournemouth on the Monday before driving back 'up North' to Yorkshire on the Tuesday.

So why did the Chamois' first owners buy the car from the Rootes dealer in Weymouth when there was one on their doorstep in Dorchester? Maybe the Rootes dealership changed hands around 1970 and Weymouth was the nearest one at the time. Or it could have been expediency. The first visit to Merchants Garage required the car to be towed there to have the clutch replaced. Possibly the car's owners were pleased with the work carried out and took the Chamois there for future repairs and services.

On a final note, we were reminded that Kingston Maurward, the birthplace of George Singer, is on the outskirts of Dorchester - could it be that our Chamois passed by or possibly visited here in its early years? We would like to think it did. **Graham & Gill.**