

MONTHLY

# Motor Manual

Price 2/6

**HOLDEN TOPICS**  
Supplement

**No. 185**

MARCH, 1958

**Ford Zephyr  
and Consul  
Repair Manual**

Registered for transmission  
by post as a periodical.

N.S.W. Edition

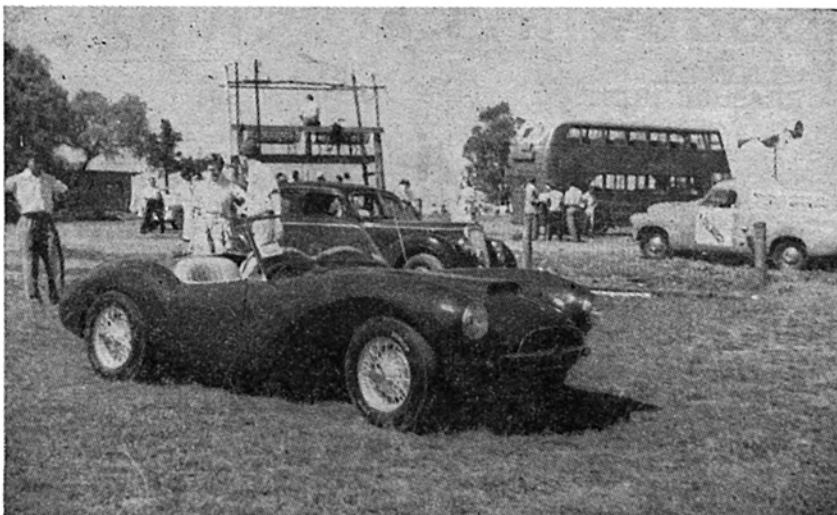


# Our Cover Car: **Local Fibreglass Bodies are real beauties**

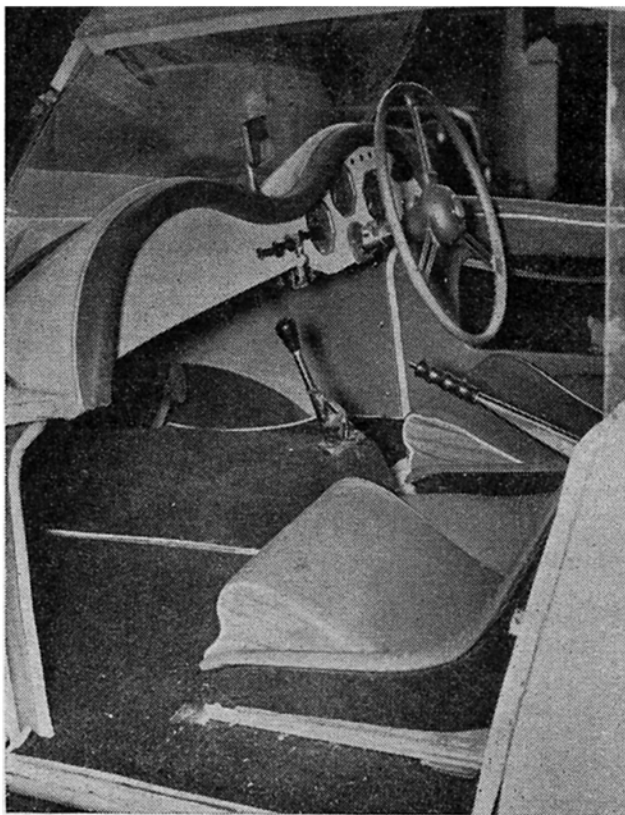
**S**OMEHOW the fact that an Australian sports car (Triumph TR3) is now on the market does not seem to have impeded Nat Buchanan, who, together with his partner, Jock Morgan, builds fibreglass sports car bodies. Nat has now branched out from his original design for an open two-seater. Using the same basic shell, he now produces the body as a hardtop, a detachable hardtop and an open sports.

His hardtop design is really excellent, with a massive rear window, slim windscreen pillars and beautifully moulded contours.

Nat does not build complete cars. He caters for the man who owns a suitable chassis or has the enterprise enough to buy a wrecked car and salvage the chassis frame and



The Buchanan sports car in its open form as seen at a N.S.W. race meeting last year. This example is one of the earliest models. Distributors of the fibreglass bodies in Victoria are Monaro Motors and Sabina Motors. They are fitted for about £255.



When Nat Buchanan decided to market seats to go with his fibreglass vehicles he designed these comfortable and attractive bucket designs. They appeared to be styled after the Porsche Spyder design.

components. His bodies fit a wide range of chassis and the most interesting part about them is the beautifully upholstered seats he makes available at £21/8/9 extra.

The hardtop illustrated is fitted to an M.G. "TC" and the interior is immaculate, with space for children behind the front seats and soft leather trim.

## INTO PRODUCTION.

There is great activity teeing up increased production for these fibreglass cars, which will be launched on a nation-wide distribution as the Australian sports car soon. Watch "Motor Manual" for this unique story soon. In the meantime the Buckle is proceeding with its Zephyr components and is a good omen that the enthusiast can see the revival of an individualist's car—and an Australian one at that—in the near future.

## NO TILLY CAR.

Due to several different reasons the small, three-wheel Tilly car, which was to have a fibreglass shell and sell in this country for about £400, will not now be made. This is disappointing as the prototype vehicle showed excellent promise and had quite a reasonable sales potential.

## MANY LETTERS.

"Motor Manual has received many letters asking about fibreglass and we have done our best to answer them, however, let it be known that fibreglass bodies are not available for fitting to a large variety of cars as many people seem to think.