

WESTMOOR HOUSE
GEORGE GREEN
NR SLOUGH, BUCKS
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2nd February 1970.

Dear Ian,

Thank you for your letter and cheque which has now ground its way through our banking system enabling me to finally write and acknowledge receipt.

I have spent some time researching the various points you raised and also spoken to Poole who managed to recollect some details. Taking things in the same order.

1. The diff. Poole is fairly sure that the cars were fitted with LSD's and that they were pawl types which means that they will rely on the input torque to provide the locking action. Picking up one wheel and turning it will not provide any locking effect. Similarly with a broken $\frac{1}{2}$ shaft you will not be able to transmit drive to the other wheel.
I have no reason to believe that the diff has been changed since Le Mans and would be interested to know what you find when you remove it, or alternatively eye ball it by removing both filler and drain plugs.
2. I think you will find the ratio in the form of crown wheel/pinion teeth stamped on the edge of the nose piece flange. Failing that try 154 mph at approx. 7500 in 5th. I gave you the intermediate and over-drive ratios in the Spec sheets. It was obviously a very long gear.
3. The exhaust system was of course a 4 branch affair to mate up with the crossflow head. The manifold went with the head and I still have the original silencer which is not as good as the existing one which is a works 'B' type.

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The manifold is a bit of a cobble having been modified from an ordinary LCB unit to compensate for the fact that the engine sits lower in the chassis.

- 4. Yes, and see para. 3. *Richard*
- 5. No, that is how it was.
- 6. I'm not sure but I think it is very important that it goes to the right place. Consult a dry sump expert. *Rockers box bracket*
- 7. Yes! I think the floor derived considerable strength from the seat. There is if I remember correctly a transverse U section full of holes which theoretically keeps a modest layer of fresh air between your genitals and the tarmac. *Seat fitting*
- 8. Yes. It virtually followed the line of the replacement and was of similar dimension to the remaining tubes that run forward to the windscreen pillars. The original didn't meet the FIA Spec and certainly would not have been a good defence for inverted motoring.

Other points that have arisen.

Poole tells me that the handling was never particularly clever with the cars flying about over bumps and being generally vague when supposed to be travelling in a straight line. The tail spoiler which looks like an afterthought was, but proved to be worth 3 secs on the GP circuit at Silverstone. Strangely, it worked wonders on slow corners like Becketts.

I don't suppose anybody will remember if you fit a 2½" dam in front of the anti roll bar because the view with hindsight is that the cars just got too much air underneath to even hope to handle.

Again according to Poole Clive Baker was responsible for most of the test driving and may well be able to remember some useful information if you contact him.

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I have found a pair of spacers for the rear wheels and a stay for the bonnet which I will hang onto until you are passing this way. The original steering wheel has not come to light but I do remember that the spline is different to that on the new column which is why it isn't fitted now.

Last Point.

I have got a tailor made 70 mph trailer for the car which I had built to use on the continent where they worry about axle loadings and so on. If you need a trailer you might like to try a bid.

Any more queries do drop me a line.

Yours sincerely,

Charles.