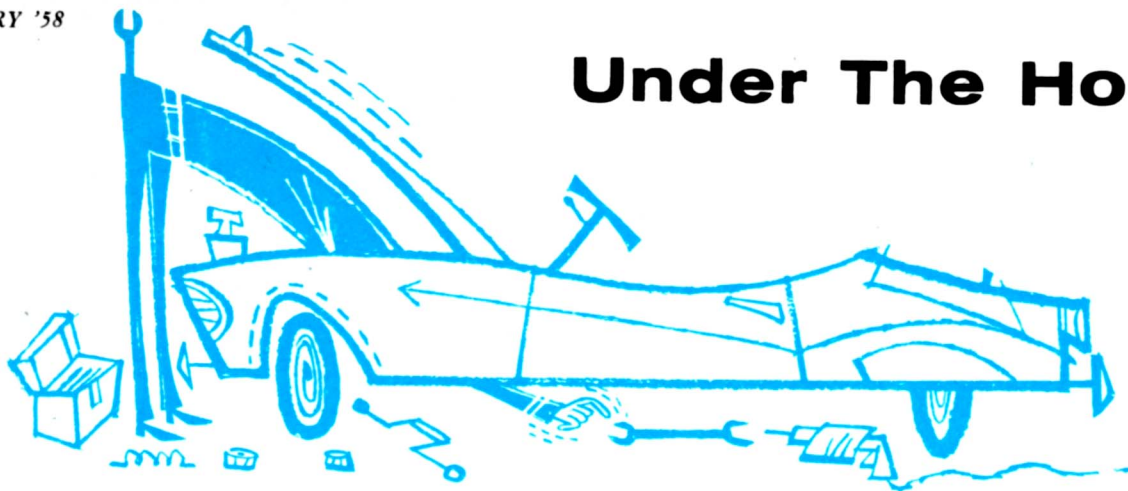


Under The Hood



Before changing to smaller rear tires, Naylor found he could just hold Loyal Katskee's 4.4 six cylinder Ferrari. They nearly dead-heated the 5 lap heat.



Front suspension incorporates Girling disc brakes and Armstrong spring-shock units. Modified Vauxhall anti-roll bar is shackled to the upper wishbone.

After all the changes the Sadler Special has already undergone (see pages 32-37), it was not at all surprising to find that the car which Bill Sadler pushed off the S.S. Florida at Nassau looked a bit different from this month's cutaway feature. After some of the things said of its appearance in the British press, ("curious", "homely", "rather shabby", etc.) Bill felt that it was money well spent to have Lister's body makers pound out a new aluminum shell for him just before he left for Canada.

Two weeks after his return, he and Brian Naylor (of Lotus-Maserati fame) were on their way to Nassau for Speed Week, Brian to drive and Bill to act as owner, mechanic and pit strategist. In that two weeks, Sadler had mounted the new body to the chassis, installed Girling TR-3 disc brakes on the front hubs, lowered the steering column to give less rake (using a Jaguar 3.4 all-rubber U-joint — very satisfactory, says Bill), installed three Rochester twin-choke carbs to improve the power output (without getting into the cornering-flooding difficulties experienced with the four choke units), made eight new exhaust pipes, which end before the rear wheels in Lancia-Ferrari style (and with a noise to match), and made a new gas tank and a three gallon crankcase pan to enable Brian to drive the 250 mile main event non-stop.

Well, it was everyone's first race on the Oakes Field circuit, so such optimism was pardonable. Not to give the story of the race away in advance, (it'll be told in detail in the March issue) but the course was far, far rougher than anyone had anticipated, and it certainly took its toll.

After winning Class B honors hands down in a 5 lap heat of the Governor's Trophy Race, Brian had a full minute lead in class B on the tenth of the 15 laps in the main when a weld failed on an outboard universal joint. The subsequent thrashing around tore up the large gas tank, too much so to repair it locally. Combined with the appalling amount of tire wear, this dashed their hopes for competing in the 250 mile event so they settled for the 100 mile Nassau Memorial Trophy Race. Again the ferociously rough circuit was to do them in, for after only six laps one of the rear stub axles broke, sending a wheel flying off in one direction while Brian and the car slithered in another.

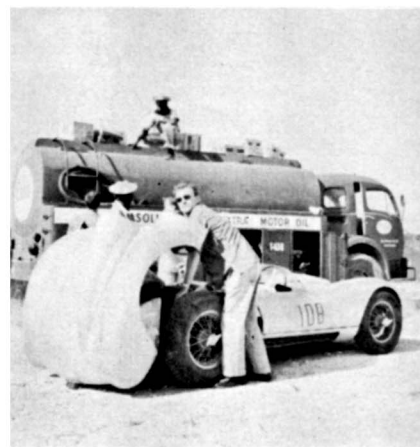
Discouraged by all these misfortunes, Bill admits that it was a long way to travel to finish only one race, but he claims he's never learned so much in so little time.



Alloy body was made by Lister's body builders. There is a strong resemblance around the air intake, although the Sadler's headlights are moved well forward.



So attractive is the car now, that a photographer from Mademoiselle used it as a background for one of his models. Bill didn't mind at all.



Brian Naylor prepares to fill the gas tanks. Both ends of the car swing up like this, and then can be lifted off without difficulty.

For instance, replacing the 7.00 x 16 rear tires, worn out after but twenty laps, with just scuffed-in 6.50s converted the Sadler, in Naylor's words, "from a cornering goat to a driftable proposition." The 7.00s may be necessary for putting maximum power to the ground for straight line acceleration, but what may have been lost on the starting line was more than made up for on the rough corners. Brian still complained about the ride, claiming he felt like a pea in a whistle. Bill just shrugged his shoulders, pointing out that the car is in for a lot of development work this year and that spring and damper settings will probably take a major portion of his time.

A good many parts will be strengthened; the inboard U-joints are already Spicer 1350, like the outboard ones, for instance. New gas tanks and a satisfactory means of mounting them will have to come. Girling discs, identical to Lotus Eleven front brakes will be installed at the rear. Larger diameter master cylinders, Bill has discovered, are a must when you convert to disc brakes, because the normal size-ones just don't push through enough fluid to clamp on the binders in one stamp on the pedal.

If the three liter limit doesn't reach these shores, the Sadler Special will soon become a car to be reckoned with in American as well as Canadian sports car racing.

Stephen F. Wilder