

# And now A BUCHANAN HOLDEN

*A pleasant variation on a theme by Buchanan: tube*

*chassis, Holden engine, M.G. gearbox and fibreglass coupe body.*



*Head on, the Holden-Buchanan looks neat. Colour trim around air intake adds distinction,*

**E**NTHUSIASTS are already familiar with what can be done with ubiquitous Buchanan fibreglass sports body, which is easily fitted to a number of chassis, including M.G.s. Besides saving generally a couple of hundredweight, thus increasing the performance, the body gives the owner an individual car styled in the modern envelope manner.

Mostly the bodies have been fitted to existing chassis complete, but the latest ventures seen by S.C.W. have been specials built up around Holden components, a logical marriage on the grounds of cheapness and performance. The prime necessity is the construction of a special chassis

frame.

About eight have been constructed so far, the one pictured here being the most developed seen by S.C.W. It is owned by John Skinner, of West Concord, Sydney, and, as an elaborate did-it-himself project, cost something less than £900 to put on the road.

The chassis frame, a tube-rail fabrication, was made by well-known engineer and driver, Arthur Rizzo, of Sydney. It was adapted from the chassis used in the British Lester-M.G.

Engine is the six-cylinder Holden, in this case bored out from 3" to 3½", which increases the capacity from 2.4 litres and the compression ratio from 6.8 to 7.1 to

1. Twin Holden carburettors are fitted on a Buchanan-Warneford manifold.

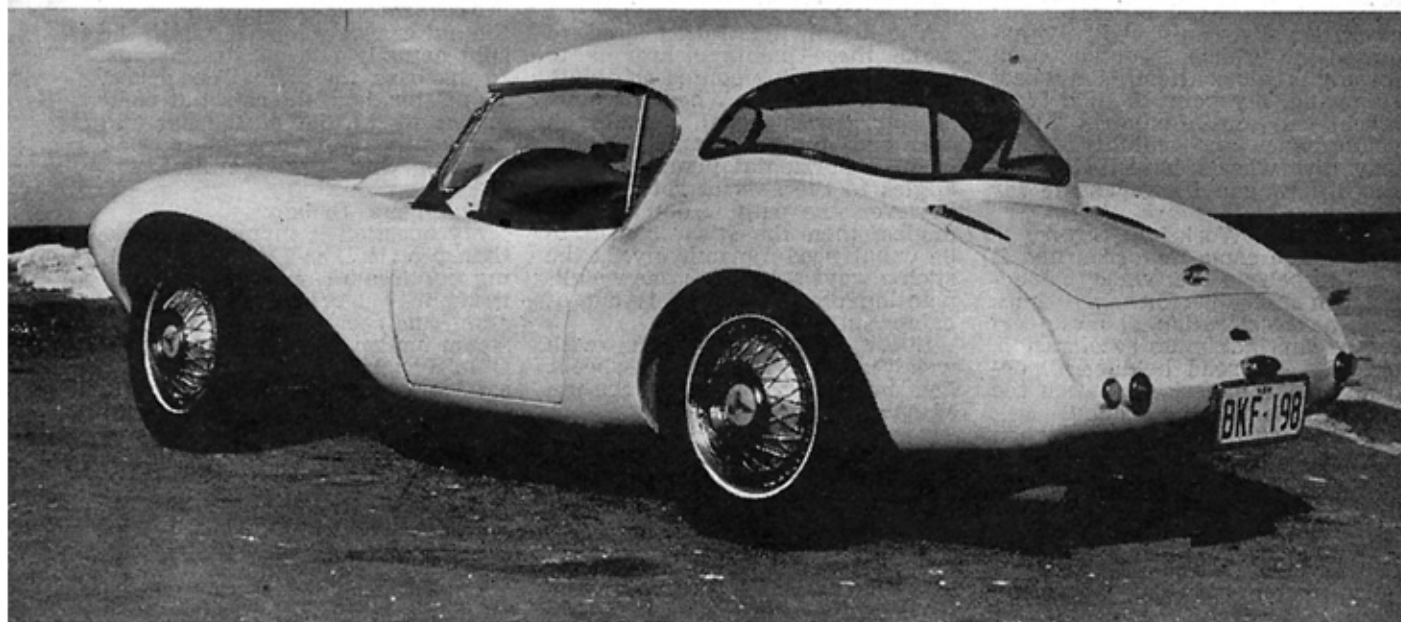
The gearbox is an M.G. T.C. with ratios unchanged. Rear axle is also from Holden, with the ratio of 3.9 unchanged.

Incidentally, this gearing gives a theoretical top speed of 118 m.p.h. . . . if the owner cares to develop the power required from the motor. At the moment the top speed probably falls short of 100 m.p.h.

The brakes are also standard Holden, with 92 sq. in. of lining area. With the kerb weight of 13 cwt. there are 141 sq. in. per unladen ton — quite reasonable.



*Dummy wire spokes have been added to car to relieve bulk of disc wheels. Bulge on bonnet top is functional.*



*Among the features of the car is the excellent visibility enhanced by large rear window.*

Suspension is made up from standard Holden units, but the springs themselves are fabricated to give rates more suitable to the lighter all-up weight. Some difficulty was being experienced at the time of writing with the front springs, which were somewhat too soft and allowed the suspension to bottom.

The hardtop, also from fibreglass and made separately to the rest of the car, is permanently bonded, not used as a detachable fitment.

If John Skinner's car follows the success of the first Buchanan Holden, it'll do well: Wal Anderson who ventured the first Buchanan-Holden, won the Queensland Hillclimb Championship!

Cockpit features good range of instruments. Glove box will be eventually fitted on passenger's side.

