

onto the bonnet. It was found possible to stack a ton of baled hay on the vehicle and to carry another ton on sledges.

One enters through a single door at the back, and though the passengers sit along the sides the driver's seat is normally placed, all his controls being identical to those of a car. It is remarkable how well the machine goes with only 1,192 c.c. to propel it, and even when driven in mountainous terrain it consumes less than a gallon of petrol per hour. The engine is fitted with a governor to keep the speed down to 15 m.p.h., but this could easily be "fiddled" no doubt, though it was ample under the rugged conditions which we experienced in Scotland. The full Volkswagen guarantee applies to the engine and gearbox, the rest of the vehicle being guaranteed by the makers.

In the morning, we carried fodder to Ian Scott Watson's sheep and in the sunshine it was pleasant to open the sliding roof and enjoy the fresh air. In the afternoon, however, we were away in the hills, taking provisions to the families of the shepherds, some of whom had been virtually prisoners since November. Incidentally, none of the children had been able to go to school since last year, and they looked jolly well on it, too! Here, the bitter wind cut like a knife and I was grateful for the comfort provided by the powerful heater.

The performance over snow was simply beyond belief. Drifts of 10 or 12 ft. in height presented no problem. One simply drove up one side and down the other, the very low pressure of only $\frac{1}{4}$ lb. per square inch ensuring that the tracks just "floated" on the surface. Of course, great caution

is necessary when going over the tops of razor-edged drifts. Here, the technique is to slap in the synchronized bottom gear as the top is approached and "see-saw" over with the engine idling. The machine sometimes lands on its nose at the bottom of almost vertical slopes on the far side of drifts, but this is in no way detrimental. The centre of gravity is low, and the width over the tracks considerable. This allows side banks to be negotiated at spectacular angles, even with bales of hay on the roof.

Whether the snow was loose or packed and quite irrespective of the gradient, the Snow-Trac was undaunted, and when night fell we were still in the hills. With the lights on and the heater at full blast, one could forget the bitter cold and the shrieking wind, but the thought of running out of petrol or any other mishap was somewhat daunting. One would be lucky to come out of it alive!

Could blows the wind frae east to wast,

The drift is driving sairly;
Sae loud and shrill's I hear the blast,
I'm sure its winter fairly.

However, Rabbie Burns probably wrote that in front of a blazing fire and with a glass of whisky beside him. I was soon similarly ensconced, for the return to civilization was made smoothly and easily, leaving me with a great respect for a remarkable machine.

Fully equipped, the Snow-Trac will sell for £1,850 or £1,900, f.o.b. Leith, which is half the price of American cross-country vehicles. For further particulars write to: Innes Ireland, Downton House, Walton, Presteigne, Radnorshire.



JUST THE JOB! John Bolster and Innes Ireland admire the Snow-Trac.