

PANORAMIQUE

December 2014



The Magazine of

PANHARD

et Levassor Club GB

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The Magazine of Panhard et Levassor Club GB
Honorary President, Robert Panhard – Paris

December 2014



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EDITORIAL



Merry Christmas

Hi Everyone

Since I started to write this editorial we have heard the very sad news that Frank Holden has passed away, Frank was one of the founder members of our Club and a great loss to the Panhard community. Our sincere condolences go out to Barbara and the family at this tragic time. An Obituary is on page 27.

It is with great pleasure that we welcome Robert Panhard as our new honorary President. Here is Richard's reply from Robert.

Dear Richard,

I was delighted to have met you on the road from London to Brighton! It was so kind of you to have helped us with petrol to have avoided us to run out of petrol: thank you so much! Thanks for your help; we were able to finish just in time the Veteran Car run. Maybe next year, we'll meet again on this road.

It's a great honour to be the new Honorary President of Panhard and Levassor Club of GB, after my Uncle Jean Panhard and of course, I accept it with great pleasure.

Please forward my congratulations to all the Members of the Panhard and Levassor Club of GB.

With my best regards,

*Robert Panhard
Président
Automobile Club de France*

Whilst Brian your Editor is on his travels he has left me at the helm! (Thanks Brian) It has been quite an eventful year with more Panhards being worked on and restored than I can recall in a long time.

I must start by congratulating Jim Baumann on the beautiful Restoration of his PL17 this is without doubt one of the best jobs I have seen in a long time and look forward to seeing Jim and his car at a meeting in the new year.

It was good to see that Richard, Robin and the chuckle brothers were able to meet and entertain John and Nikki Peterson on their visit from the States (John is the President of Les Ami de Panhard et Deutsch Bonnet USA). Sorry I was unable to join you but work commitments etc.

See following link for video from John upon his return - <http://youtu.be/GV02UbfCZ0s>

Ted Bemand also did the Honours and showed them the sites around Liverpool.

For any of you that are not on email and would like a copy of the minutes from our AGM please let me know and I will send you a copy.

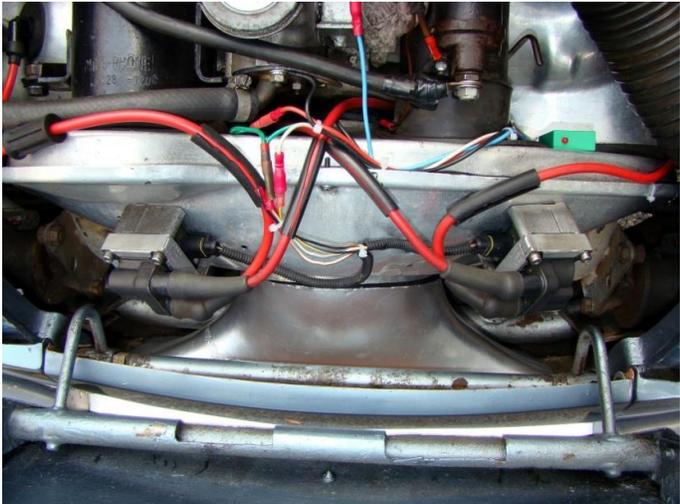
As for the content of your Magazine we can only put articles in if you send them to us, even if it's a photo of your car it would be good to see some new cars in the Magazine.

John Passfield



Presidents Greetings

Hello to you all, by the time this reaches you it will be December, so, compliments of the season to everyone. Looking back through the year I feel it has been, for me, reasonably successful. We attended various meetings, at home and abroad, and had no major breakdowns! The PL17 is running well and is trustworthy, the 24CT, I am still taming and, at the moment, it continues to present problems with the timing. I have now fitted it with an electronic ignition system with twin Fiat Punto coils but have not had a lot of time to prove it as yet. The London to Brighton Veteran car run will be its next outing.



On our way to the International we stopped overnight at Le Mans. Our B&B Hotel was on an industrial site, as many of them are, and the roads nearby were all named after motor manufacturers. We managed to find the 'Rue Rene Panhard' and just had to take some photos!



On the 28th September we hosted a visit from the Panhard USA President, John Peterson and his wife Nikki who were over here for a holiday. We had great day showing them around Sussex with FOUR Panhards, thanks to Gary, Peter and Robin and myself. An article is being prepared.

Also in this edition are articles on Jim Baumann's restoration of his ex-Ted Bemand PL17 and the next episode of John Fletcher's Z1 rebuild. I hope you enjoy this issue, and please let us have some feedback, we are here for you after all!



Best wishes, *Richard*

Scene About

Some pictures of cars that have made 'the scene' this year ...



This, rather snazzy, little Dyna Junior was spotted at the Goodwood Revival meeting on the Friday. It was the only other Panhard present on that day with my PL17.





This picture is reproduced by kind permission of the Citroën magazine. It was taken at the 'Kilkenny Classic Motor Show' and shows two of our 'Cousins' in Ireland.



Here is a Classic line up of Dynas. 'The Automobile' magazine's Dyna X, their new Z1, their Z12 and Chris McPheat's Z1, on their 'Oily Run' to Bristol.



Richard, Peter, Gary and Robin's cars at Arundel on the occasion of John & Nikki Peterson's visit from the USA (see page 21 for more). John is the President of **Les Amis de Panhard et Deutsch Bonnet USA**.

VP Jottings

Hi Everybody

Sad news ...

Friday, 14 November 2014 @ 18:31... a very sad email arrived from Richard ... email attached timed @ 18:26 ... our Honorary Member, Frank Holden, after a long illness, is no longer with us. Such a sad time.

I have very many fond memories of Frank far too many to mention here ... but on typing that ... there is one re membership fees ... renewals used to be due in the Summer so at the Summer rallies I used to always be pestering members to pay up ... Frank would arrive, see me, give me his cheque book ... I would write out his cheque ... Frank would sign it whilst busy talking all things Panhard with members and friends. Frank's membership fees received. Just wished the other Members present who hadn't paid would have done the same as Frank.

We miss you, rest in peace Frank, Denise x

Our new Honorary President ...

I wish to welcome our new Honorary President, Robert Panhard. I have had the privilege of meeting Robert on several occasions and I believe one of those occasions being at the 100 years of Panhard celebrations in Paris. The celebrations of which we're wonderful.

Memberships ...

We have some late renewals coming in so, as like last year, membership lists will not be sent out to all members until January allowing as many members to renew as possible making the Membership List as up-to-date as possible.

I hate to have to mention this but in future I would appreciate that you please read your renewal notices - membership fees went up last year but some members are still paying the old rates.

If I haven't received your renewal fees or you have not told me that you will be paying by another way (cut-off date 18 November 2014) you will have received a reminder with this magazine and, alas, if I do not receive your renewal fee, you will be taken off of the membership list and no more magazines and/or newsletters will be sent to you. I do look forward to hearing from you.

Wishing all of you and your families a very happy Christmas and New Year.

Happy Panharding *Denise*

Car Window Sticker



New Panhard Club car window stickers are now available, thanks to Gary Ockenden. If you would like one, please send a cheque for £2.60 (including p&p) to John Passfield. The money can also be sent via PayPal (friends & family) to passfield@blueyonder.co.uk.

Dyna Restoration Part 3

Now after all this precision work I was a bit disappointed to find the valves did not seat perfectly but I suppose that was rather too much to expect. There was no other choice but to have the seats re-machined. Sadly modern valve cutting machinery is quite unsuitable for the Panhard cylinder with its integral head and angled valves. So I had to find an engine reconditioner who still had one of the old style Black & Decker tools for re-grinding seats.



These machines have a very important universal joint feature which allows the seats to be re-ground without removing the liners. In fact Roland Sable has the French equivalent shown here with the diamond stone dressing kit.



Luckily I found a specialist (Paul Gardner) in north Lancashire who still had one and he offered to let me use it FOC in his workshop. What a gentleman! Paul pointed out that I would need a pilot to suit his machine which required a stem of 3/8+ diameter.

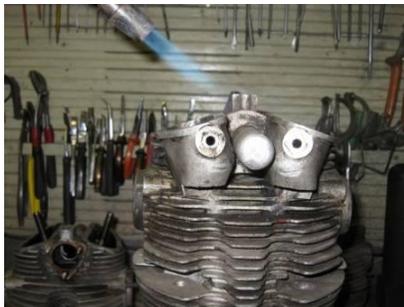


So I had a one made from a short length of 3/8+ ground bar bought from a local stockist. This was a stepped design so that one end would be a snug fit in the guide with a thread on the end to lock it in position.

When I visited his workshop Paul provide me with a workbench and an assistant who was familiar with his B & D machine. We used two stones, one at 120 degrees, which is the correct seat angle, and a second at 90 degrees to reduce the contact width. We finished with some hand lapping and they also had a very useful vacuum test device which clamped on to the exhaust port and gave a very good indication of sealing.

As a matter of interest this was the most impressive engine workshop I have ever come across with dozens of different race engines in various stages of assembly. The completed units were all tested on any one of his TEN dynamometers. An amazing place.

After returning home there was just a little more fine lapping of the valve seats and they were finished. I could now start to assemble both sets of valve gear. I kept to the basic Panhard principle of applying heat to the various press fit components.



Some items are particularly awkward such as the lower torsion bar housings.

These had to be removed in order to fit the new bronze bearings for the valve levers. When re-fitting I found they definitely needed a small lead-in chamfer adding.

In order to set the torsion bar tension the original Dyna manual showed a confusing method involving all sorts of special tools with an accompanying description by Proust.

None of this is necessary if you refer to the later PL17 manual which simply gives a measurement from the valve to the lifting lever and by alternately indexing the splined ends of the inner bar and outer tube the preload is quite easy to adjust. I chose to set mine at 4 mm and I found it convenient to use a 4 mm Allen key as a gauge (the manual gives 3.5mm for std. engines and 5 mm for the Tigre version).



I had recently bought a very nice force gauge from eBay (China) which is completely *mechanical* and I used it to check the valve preload of 23 Kg.

Moving on to the crankshaft the infamous *larmiers* were cleaned taking care not to poke too much crud into the feed holes to the bearings. The whole crank was sprayed with petrol to remove as much dirt as possible, then blown dry, followed by a liberal spray with oil.

It is difficult to believe that a car manufacturer expected that an engine should be dismantled every 30,000km or so just to clean some stupid oil slingers.

So now I could put the crankshaft back into the case and check the end float. I was surprised to find this was 250 microns (10 thou) so the housing had to come off again and the bearing had to be removed.



I could see that this had been done before because the stake marks had been relieved. Even so it took a lot of heat and banging before the bearing dropped out followed by several very rusty shims . far too many.

I calculated that I needed a total thickness of 1.2 mm to reduce the end float to 50 microns. Fortunately I had some aluminium sheet which was that thickness so I simply cut one out . not ideal but at least it won't rust. The rear housing was heated and the bearing and the new shim installed - I didn't bother staking the bearing as I thought this was a waste of time.

Now when I first dismantled the car I had noticed the layers of oily sticky dirt all over the front cross member and thought this was a sure sign that engine and gearbox sealing was far from OK.

Therefore I decided to replace the front and rear Panhard seals with something more conventional and reliable. The Panhard design is based on a stationary piston ring sliding in a rotating groove. Unfortunately I think it was wishful thinking by them to expect the ring to remain stationary and the resulting random spinning of the seal ring no doubt accounts for the unacceptable loss of oil at the front and the rear of the engine.

The obvious solution would be to try and use conventional shaft seals.

This is not a straightforward job by any means. For the rear it is necessary to increase the bore of the bearing housing to a more standard size. I chose 70mm but the width was restricted to 7mm because there is very little material behind the bearing. The most awkward part is the axial position of any new seal because there is a machined groove in the crankshaft which is exactly where the lip of the seal would rest. This groove is normally for location of the original design of seal carrier.



My solution was to use a modified Ina inner ring (from a needle roller bearing) which would effectively cover the groove. I chose a 50 x 58 x 22 inner ring which had to be re-machined to an ID of 54.8 mm and a length of 12 mm - HB Bearings did this for me.

The seal I selected was 58 x 70 x 7 which unfortunately was only available in Nitrile rather than the higher temperature Viton but since I intended to add a cooler to the oil circuit I felt it would be ok.

The rear bearing assembly was then re-mounted with sealant under the flange and all the little nuts tightened with the tab washers in place and the float was checked again and YES this time it was OK.

The last detail was fitting the modified Ina ring which I made to have a tight fit on the crankshaft.



I then pressed the seal into the housing using a simple tool - it was important to keep the seal perfectly square to the crankshaft because there was no shoulder to provide axial location.



In some respects the front seal was more difficult to deal with. The hub of the pulley had to be machined to accept a similar Ina inner ring as the rear because a hard surface is required for any shaft seal. However the pulley is cast aluminium with awkward recesses so it was essential to remove minimum material.

I decided on using a 45 x 50 x 15.5 inner ring which afforded minimum metal removal.



The pressed steel timing cover required drastic modification in order to provide a means of mounting the seal. I planned to have a mounting ring machined which would then be welded to the timing cover. To do this I first had to cut a larger diameter hole in the cover using a small cutting disc followed by a die grinder to achieve the correct size.

I also made a locating bush so that the mounting ring could be centralised relative to the crankshaft during welding.



With the timing cover on its two dowels it was then a straightforward job to weld the ring into place. The weld was ground down and the cover painted and the seal was installed. much easier when there is a shoulder to press the seal up to.



The only downside with this arrangement is that it would not be possible to fit the cup shaped oil deflector on the inside. You can't have everything.



I could now fit the pistons, cylinders and camshaft. I had already examined the camshaft followers and found three of them had excessive wear between roller and pin. Roland Sable had given me two new rollers and pins whilst I was in France and John Passfield kindly provide a third set.

I made a simple holder for the follower based on the Wilmonda tool which made changing the bits easier.

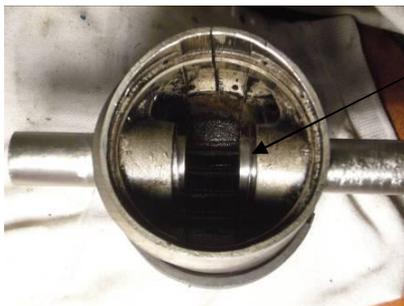


The camshaft looked in good condition and I noticed some engravings on the end face which I had not seen on other photos. I made a couple of measurements . base circle diameter and lift . before putting it into the case. I could then insert the four cam followers.



The pistons were definitely snug at the top of the bore as they should be so I then tried the new piston rings at the same position but there was virtually no gap at all. For some reason known only to Panhard the recommended ring gaps are enormous and I did consider ignoring this and setting them at 0.3 mm which is a typical air cooled Porsche value. In the end I conceded they must have used 0.7/0.9 mm for good reason (In fact the oil ring gap is 0.9/1.2 mm). I ground the ends of the rings using an angle grinder with the ring partly held in a vise. It took a long time to do the ten rings.

With them mounted the next problem was how to fit the pistons to the con-rods and not lose the thrust washers? I had some old 22 mm piston pins in my collection of bits and pieces so I ground a couple down so they easily cleared the piston holes.



With these inserted from either side I could just keep the thrust washers in place.

The first piston was positioned on the con rod and by pushing one dummy pin right through I kept the washers in place.



Now to do it with the correct one! For this operation I had already placed the new pins in the freezer so I heated the piston and deftly pushed the one of the new pins through taking care that the dummy remained in contact so as not to let either washer slip out of place. Speed is essential because I could feel the pin tightening towards the end and it did need some final knocking home. The second piston was just as tricky but at last they were in place.

John Fletcher

London to Brighton Veteran car run 2014

The 24ct was fired up and we set out to join Richard and Shirley, Peter, Gary and Robin for what was our first look at the London to Brighton run. A mixed bag of weather was to greet us as we made our way down to Pease Pottage services where we met Adrian who then followed us to the spot that Richard, Robin and the chuckle brothers were at.



The first cars had already past when we arrived, the first car to get to Brighton was a 1904 15 Horse Panhard Tonneau driven by Irvine Laidlaw this Picture was taken by Robin.

Peter got the pan going and Bacon and sausages were soon ready for our breakfast.

Well done Peter and Gary for another well planned gathering.

Many Panhards passed by as the day progressed some in the rain and some in sunshine but all crews were in good spirits.

Whilst Adrian June and myself nipped of to the Services A great surprise for the remaining crew was our first visitor from the run, it was an 1897 Panhard Dogcart driven by Mathieu Plancheon this was a great boost for our crew and makes the whole event more memorable.



This however was not the only Panhard to break rank and drop of to see us, we could not believe our eyes when the !892 Panhard et Levassor Dogcart carrying Robert Panhard dropped in!



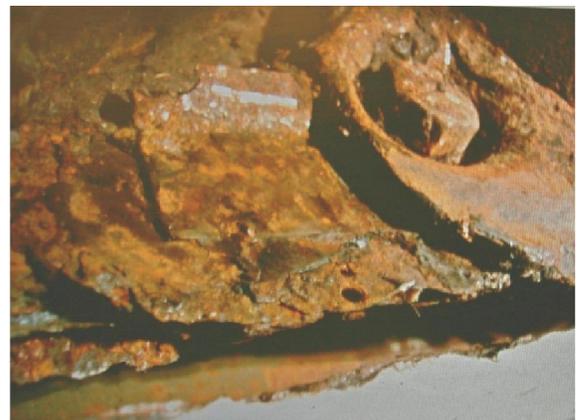
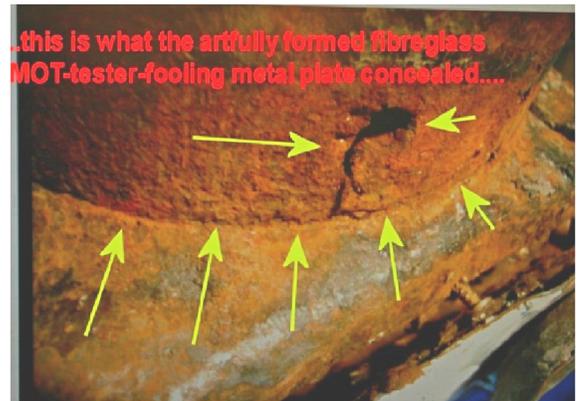
Robert Panhard and his co/driver Mechanic stayed for a while and on trying to restart the car they discovered the fuel was very low so Peter Bettis went off to the services to get a gallon of Petrol as they would not have made the next Garage. A very good day was had by everyone and I can recommend this event for anyone who has not watched it live before.

John Passfield

Jim Baumann's restoration of a RHD PL17



This is the car as Jim purchased it and set about a painstaking restoration. Although the car looked OK a hornets' nest was awaiting Jim as he set about the task in hand.





Some of the problems that emerged when the sander was put to the bodywork



On the right is the car that was bought as a parts donor



Polishing 50 year old partly pitted aluminium is a frustrating and thankless task with a result that will effectively continue to corrode and get thinner as time goes by--despite painting/ sealing the reverse sides

Jim





Paint going on at last must be a great feeling !





The result is surely one of the Best RHD PL17's.



More from the South Cerney Summer Rally 2014

The first of August was the date and it was time to set out for South Cerney in our recently repainted 24ct, June had been working hard in the days running up to this to get everything ready in our Ansfold caravan as I am still working a 6 day week and neither of us seem to have enough time on a Sunday to fit in all the tasks that we have to perform these days to survive the hectic lifestyle we are still in.
(put away those violins!)



Brian calls this "cruelty to Panhards".

We are not alone in this sport as Adrian also towed a folding caravan to South Cerney behind his PL17.



When we arrived on the Friday, and as Peter Bettis had to work until Friday lunchtime, we found that we were the first to arrive! We found the site, which was the same as we had in 2013, next to Sam the organiser's stand on the perimeter road. We were soon joined by Richard and Shirley who had overtaken us on the way to the site but had not gone directly there. Over the weekend we had a very good attendance considering that some of our regulars were unable to attend this year.



John Chatterton's immaculate Dyna X ...



Congratulations to Jordan for winning the raffle prize which was kindly donated by Lloyd Gleeson.



... and this stunning 24BT owned by Tony Mackertich - It was great to see these two cars for the first time at this event.



A general view of our pitch with lots of punters taking an interest.

Adrian Polley's PL is on the left, in the foreground, and there's just a snippet of Peter Bettis's superb PL17 and matching camper on the right.

Re-wiring my 24BT

At the conclusion of converting my car from LHD to RHD, the elephant in the room could no longer be avoided. What to do with the wiring loom; replace parts, or all of it?

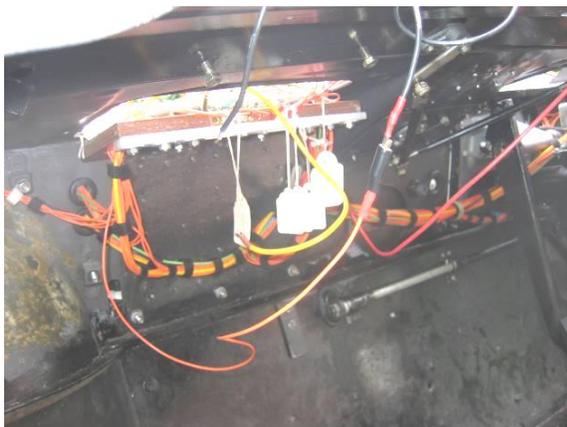
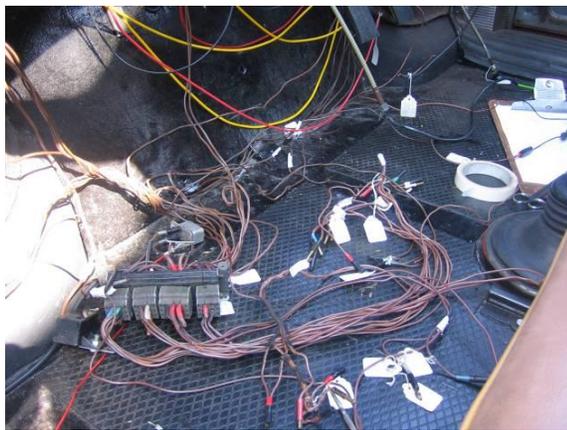
I had no hard and fast plan, just ideas. I wanted to incorporate a fuse box and an alternator and settled on one from a Golf mark 2. This has a traditional pulley and the shaft is long enough to be fitted without moving the alternator fan. It needed quite a bit of work to get it fitted properly with a new support bracket at the back all lining up with the original dynamo fixing on the ~~cast~~ casting. A longer bolt was required and is held firmly at three points. A new fan belt finished the job.

Next I peeled off the black tape binding the loom. This showed that some wires had melted whilst others had gone brittle and there was Verdi Gris on the brass connectors. It had to be a re wire! Wires were scarfed in at many points so presumably Panhard just tacked on extra wires when newer models came along.

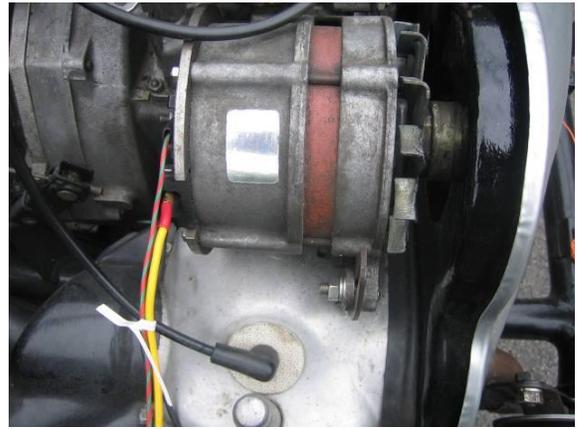
I settled on Autosparks to supply the cables. They were very helpful and have supplied France with PL looms at a cost of about £800. I put in my order for the wire, including new battery cable, for a total of £72. The original loom still had all their colour marker tags at both ends which I was able to follow through on the wiring diagram from the Revue Technique 24 book. I decided to keep the brass connectors which are 4mm and good quality, and devised a jig to solder, tag and sleeve all the new wires as I went along. I purchased a new 100w soldering iron and an automatic wire stripper. Most importantly, I bought a packet of string tags to label each existing wire and sub sequentially each new one.

I had bought at Battlesbridge a continental 12 row fuse box and set about finding the best place to sight it. The original connection junction is sited on the LHD steering column. I fitted the fuse box above it on a piece of marine ply, just below the inspection plate.

On the RHD steering column I used the original support to take the indicator equipment. I planned to create the new loom by removing one old wire at a time and then introducing the new one. I had to bear in mind that all the wires for the dash board and switches had to move over to the right.



By now I had veered away from the original system. I put in %lean+ lines direct to each component. For example, I didn't like the LT coil wire fed from the windshield wiper motor! The parking lights were omitted along with the reversing light switch, (very dangerous!) A switch on the dash now powers an electronic fuel pump, and another controls the cabin lights. The ignition switch has been re-sited from the binnacle and is now a Lucas unit. The hole on the binnacle where the ignition switch sat now holds a light for the alternator. A push button switch now operates the electric screen washers.



Finally I removed the last old brown wire and the spaghetti of new wires had to be %proved+. This was carried out with a mixture of %buzzing through+and 12volts to check. The dip relay needed some working out. I had a spare light stork from Frank Holden and used that for checking, only to find that my light stork had different settings!

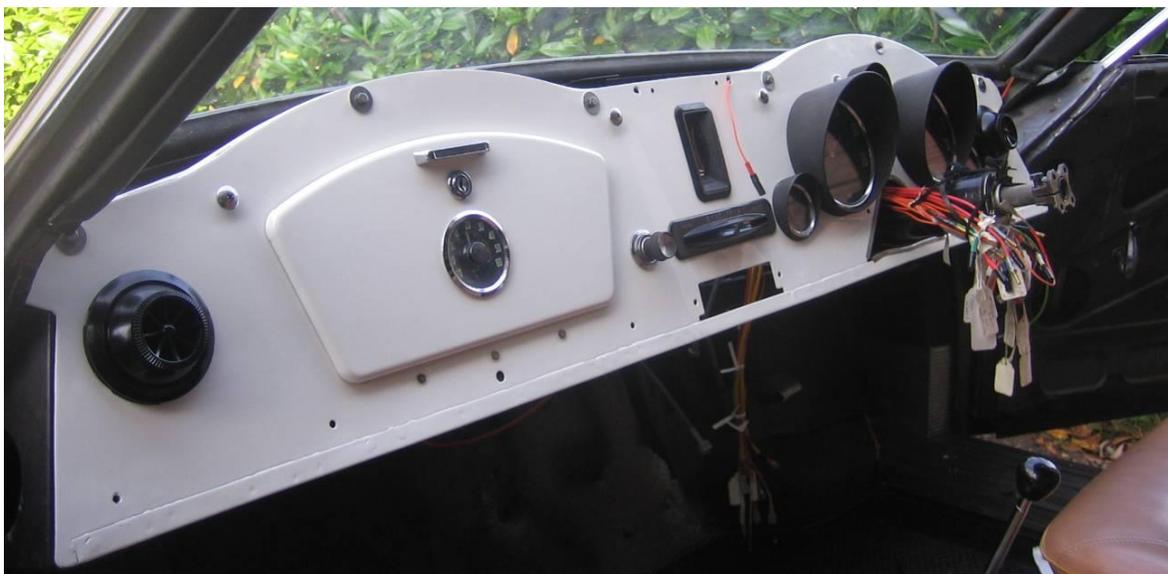
With all checks done it was time to tidy all the wires up and create the loom and also shorten the wires to the fuse box. With each tagged wire it is easy to identify its function and trace it on the wiring diagram. I have made a list of these tags which may be of help to anyone with wiring problems. I didn't want to re-tape the new loom in case I needed to change anything at a later date, and settled on using Velcro 10mm wide strips.

The dashboard had been converted to RHD and painted along with the rest of the car. I chose %Taxi+ black with a white roof for the body and on return from the body shop reassembled the dashboard instruments. I checked the wiring and added some extra earth wires and new bulbs in the clock, speedo etc.

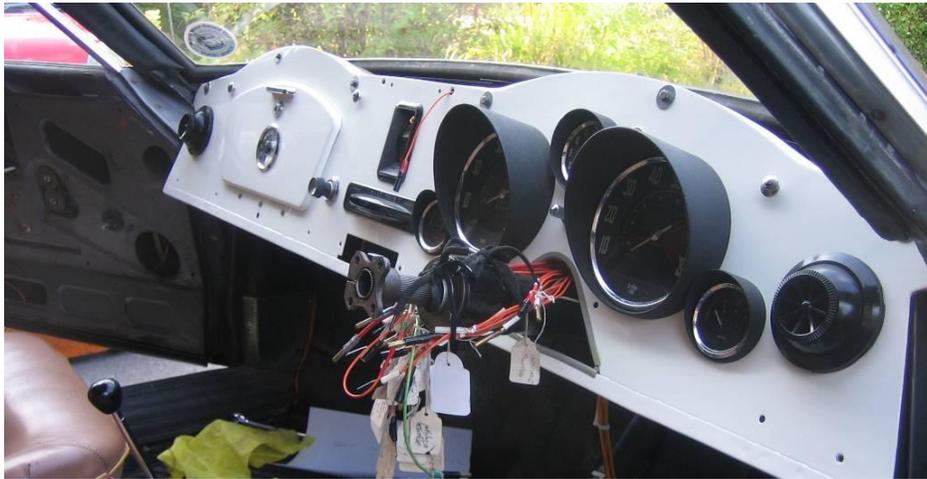
To refit the dashboard panel and connect 10 wires and fix in place needed careful planning. I fixed a support for the dashboard temporarily which took the weight and then fitted the connectors. Lastly I angled in the dashboard and screwed in the 6 upper bolts.

I have now fitted the binnacle and connected the many wires. It is really a tight fit squeezing them all in. That was a reason for relocating the ignition switch especially as I now have 5 wires rather than the original 3.

The whole job took sporadically from March to September with periods when I was in France for the International and when it was in the body shop. Over 130 meters of %binwall+wire were used and my brain was often tested, even having to recall $IV=Watts$.



I'm glad I've completed it and can now return to the mechanical side of things. I had stripped the dashboard out to do the RHD conversion along with the under tray so it made access to the wiring quite straightforward. Recently Gary reset my engine breather and the tappets so I can now see if the SU conversion was worth while.



Neil Burdock

Events 2015

Events often attended by Club members.

January 1st	New Years Day gathering (Brooklands Museum)	www.brooklandsmuseum.com
February 6-8th	Retromobile Paris	en.retromobile.com
April 26th	National 'Drive It' day	(events nationwide)
May 10th	Battlesbridge show and Autojumble	www.battlesbridge.com
May 16th-17th	Beaulieu spring autojumble	www.beaulieu.co.uk
May 23rd-24th	Prescott 'La Vie en Bleu'	www.prescotthillclimb.com
May 22nd-25th	Belgium Panhard International	
June 13th-14th	Brooklands 'Double Twelve'	www.brooklandsmuseum.com
July 15th	Maldon motor show	www.maldonmotorshow.co.uk
July 31st-August 2nd	South Cerney airfield (our main summer meeting and AGM)	www.steamextravaganza.com
August 16th	Cranleigh car show	www.cranleIGHLions.org
August 22nd	Beaulieu simply classic and sportscar	www.beaulieu.co.uk
September 5th-6th	Beaulieu international autojumble	www.beaulieu.co.uk
September 19th-20th	Isle of Wight classic car show (contact Victor Galluchi on 02084397871)	
September 27th	Battlesbridge Grand motorbillia day	www.battlesbridge.com

Panhardists Across the Pond

As some of you will recall I mentioned at the AGM this summer that we were expecting a visit from the president of the *Les Amis de Panhard & Deutsch-Bonnet USA* namely John Peterson and his wife Nikki.

I was trying to get a few people together with their cars in the south of the country to show them the sites. Ted Bemand had hosted them in his neck of the woods and, from what I later heard, they had thoroughly enjoyed themselves.



Parked up at Madeira Drive

Well the day arrived, and what a day it was! 23°C at the end of September - hot hot hot!. I had arranged to meet John and his wife Nikki at Three Bridges station as there were major rail works between Crawley and Brighton with replacement buses. I didn't think it would be fair to put them through that just to meet us in Brighton. As it happened Richard and Shirley Vick were able to meet them along with me as they live fairly locally too.

They arrived at 10:30 and we set off towards Brighton. John in my PL17 and Nikki with Richard and Shirley in their PL17. En route, John and I discussed the finer points of Panhard ownership and his translation into the English language of the engine rebuild magazine published in France that many of you will have read. We were soon at our destination in Shoreham, Peter Bettis house, where we met with Robin Alan and his Dyna Z12 who had travelled up from Gosport for the day. So four cars ventured out on a trip round the sites of Brighton which took in the seafront, the Brighton Pavilion then down to Madeira Drive where we all parked up after trying to find enough change for the extortionate fees.

Well the cars certainly pulled a crowd and we all had questions asked by various members of the public. After tearing ourselves away we walked along the seafront, past the big wheel, to the pier for a few pictures with our guests. I managed to find an honest looking chap to use my camera to take a picture of the whole group together. After, we walked back to the cars and continued on our tour to the historic town of Arundel. Not a long journey but by this time we had worked up an appetite, so on our arrival after parking up, and again searching for change for parking, we walked to the café by the river for lunch and more Panhard talk.



John and Nikki

After a fantastic lunch, alfresco by the river bathed in late summer sunshine, we set off to look at the sites on foot and a tour round the antique shops in the high street. Then up to the top of town for a look at the very impressive church.

The day was passing quickly and John had looked at the train timetable earlier in the day and was concerned that they may not get back to London on time. So we made our way back to the cars for a few more pictures and then set off back to Peter's house for a tour around the workshop that Peter and I use for our renovations. With all that done, Richard Shirley and I set off back to Three Bridges train station, this time with me in my Citroen 2CV - a car which John also owns back in America. We saw them off at the station with promises of keeping in touch. Something that I have been doing since on Skype and by email. I may even go over for a visit next year to meet a few of the Panhard guys over there. Watch this space.

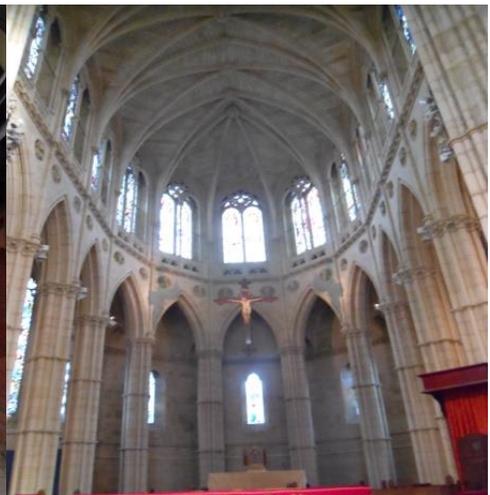


All in all it was a very successful day and one enjoyed by all.

Gary Ockendon



Arundel high street



Inside the church

Frank Holden, born 22 August 1937, died 13 November 2014

It gives me no pleasure to have to write this Obituary, something I never imagined I would have to do. I normally enjoy giving up time to produce hopefully interesting, informative articles for a number of magazines. This is different; to do justice to the life, (well just the Panhard life) of Frank is no easy task. We shared many experiences together, (the 1991 video of our trip the French International was typical).

Frank was an experienced freelance consulting engineer. He worked all over middle and Far East, also Africa. I recall him telling me the best way to drive his PL17 in Uganda was to go flat out, that way the undulations were skipped over. His wife Barbara was learning to drive in the PL at this time, probably somewhat slower!



Ted Bemand and Frank Holden

I met Frank in the early 70s, Frank had then returned to the UK and was involved in the first Panhard club (more a small group of isolated enthusiasts) The Association of Panhard owners, run by Ron Tyrrell. Frank's enthusiasm, his excellent French, coupled with the many contacts he had with the French clubs brought about the meetings with the northern France club, Les Amis Panhard. We quickly allied ourselves to that club under Bob Williams leadership. Frank, busy with earning his living kept in touch with club activities and on Bob's Death he took over the Presidential role. A task he passed on to me some years later!

Over the next ten or so years Frank gave me invaluable advice on many technical aspects of Panhard design... and people management! His professional, diplomatic manner gained respect amongst the French clubs and he helped me no end at various international events, my French being limited to the yes; no; thank you and hopefully appropriate nods!

He often called in on me when business brought him near my home, my two daughters had a great respect for him, his precise use of language, a nice change from the more usual Merseyside dialect. I remember, with Martin Mc Clarence he visited me in hospital after my heart surgery and helped keep the club running during a rather stressful period. In retirement he carried on rebuilding engines and gearboxes for members and still found time to restore his Dyna X saloon.

Unfortunately cancer reared its ugly head and for two years Frank stoically suffered the effects of the traumatic treatments required. During this time I and others helped Frank disperse his many Panhard interests. For Frank I imagine it was like selling his children, he was so integrated with his cars. Sadly the treatment was too much for his system to take and he died peacefully, his wife and daughters Emma, Johanna and their families at his bedside. His other daughter Sarah and family will be returning from New Zealand for a private family gathering to celebrate Frank's life in December.

To miss-quote an old Chinese Proverb,

*If you want happiness for an hour take a nap.
If you want happiness for a day, go drive your Panhard.
If you want happiness for a year, restore it.
If you want happiness for a lifetime, help someone else restore their Panhard*

... and Frank certainly did that.

A scholar and a gentleman, a friend and mentor, gone but not forgotten ... rest in peace Frank.

Ted Bemand

Frank Holden

I first met Frank in the early eighties. He had been working internationally for some years, now settling in to live back home in the UK. He had owned Panhards both at home and abroad for some years. Soon he had bought more cars and joined the Club.

At that time, since the death of Joe Hanks, we were in need of an engine and gearbox overhaul and repair facility. Some help was available from Bernard Coural in France. Bernard's father was a Panhard garagiste in a suburb of Paris conveniently just along the road from the railway station.

Frank established a good rapport with Bernard, Frank's fluent French making a big difference. This led to Frank being able to offer services to Club owners of similar quality.

A friend of Frank's, the late Bob Williams, had joined the club. He was already supplying service to NSU owners in the UK. Through him bodyworks and paint and general repairs to running gear became available.

Frank's own cars were show quality and meticulously maintained. They performed well and reliably. To be in the passenger seat with Frank at the wheel was an enjoyable experience. There is no doubt that Frank's work will live on in Panhards. He made the difference in putting and keeping cars on the road.

R.I.P. Frank Holden, a true Panhardiste.

Ron Tyrell

Richelieu International - Pentecost 2014

On 19th April 2014 the commitment to attend the 24th International 6th - 8th June was sealed when I posted the cheque for 587 euros (all in price for two attendees for Friday pm - Sunday), Neil Burdock having volunteered as passenger in the 1959 DB HBR5, an ideal arrangement as he fitted snugly into the limited space, could be away from home for 10 days, and most important carried a minimum of luggage.

The plan was simple - Neil and I meet Monday 2nd June at Portsmouth in time for the 23:00 ferry. Tuesday we arrive 08:30 Le Harve and travel the 120 miles to the cottage which Jackie and I have owned since 2001 at Le Mesnil Aubert near Granville. Rest there for 3 days and Friday 6th June head off to the Loire Valley. The only disappointment for me was missing the D-Day Celebrations on the 6th.

I decide to travel down via Banbury a very bad decision due to roadworks causing a 20 minute queue for the M40 junction and a very hot engine. Finally exiting the M40 onto the A34 I arrived at the halfway stop, Tesco at Abingdon. Old cars always attract attention so typically I spent my intended lunch break in conversation with Darren, an ex design student at Talbot Coventry still looking for work after the plant closed (surely some years ago now - anyway he said he was managing OK). Then arrived John Greaves but not driving his 1969 Lotus Elan. John said it was not uncommon to see Classic Cars at Tesco and had seen the DB before but couldn't recall where. He had started work in the 1960s at Bob Gerard's garage (Parrs) Leicester (my hometown), then March Engineering, Noble Engineering (world speed records) and latterly self employed in Formula One before retiring recently.

A most interesting 60 minutes with me apologising for lunching in between talking. By 15:45 I was near the M3 and ready for another break before finally arriving at the Seagull Pub, Fareham at 5pm for my evening meal..

Suitably fed and refreshed I reached the port around 19:15 to await the National Express and Neil at 20:45. The bus stop was less than 50 yards away so easy for Neil to spot the French Blue DB in line with camper vans and cars waiting to book in with DFDS. Across the ferry lanes was a Brittany Ferry queue with some interesting WW2 vehicles on their way to Caen Normandy so I wandered over for a chat. A French cyclist was on his way home (to Chambéry near Lyon - rather him than me!!) two up on a Matchless Motorbike had ridden down from Leeds, another 5 motorcyclists had each booked for £150 return and intended to sleep in one cabin! The days of a cheap crossings on 2 wheels are clearly over. After an uneventful crossing and taking a non-motorway route after Honfleur we arrived safely and admired my grape vine which looked like a bumper crop was to come.

On Thursday 5th June we visited Carentan hoping to find the USA camp but the closest we came was seeing two combatants in a hypermarket foyer eager to show off the gear they carried - the town was heaving with traffic jams so we returned having seen very little.

Friday saw us heading for Samur which excited me as rosé is my favourite drink. As navigator Neil did very well and we arrived during the afternoon at the venue, Relais du Plessis, Richelieu, laid out as a village of wooden 2 storey accommodation in blocks with a large car park and central dining facilities with 1 room for breakfast and 2 for evening meals. Just enough space for the 200 or so Panhardists, there was even a central swimming pool.

We are talking here of an upmarket venue, the town dating back to 1642. The Cardinal Richelieu (as in that work of fiction 'The 3 Musketeers' or was it 4) was presented with the land for a Castle by King Louis XIII and it is said that 2,000 laboured on the site and attendant buildings for 11 years. It was almost finished when unfortunately the Cardinal died soon followed by the King.

Eventually all the GB Club members arrived some in a convoy: Richard and Shirley Vick, John Fletcher, Gary Ockenden, Peter Bettis, Robin Allen , Mark Birkinshaw with Brian Osbourne as passenger which plus Neil and I made 10 plus 6 cars and Mark's DB Aston Martin. Some ate in the town and some in the dining room and later we compared menu and value for money.

Saturday was a trip through the countryside in 2 convoys to either the Abbaye de Fontevraud or the Chateau du Rivau with the 2 groups converging on the Abbaye for a very enjoyable lunch at 12:30. Dinner was at 20:30 back at Plessis. It was however the same menu as Friday evening!

That night I had to do a near streak after midnight as a thunderstorm hammered down and I awoke to remember I had left the DB window down. Not a pretty sight I suppose but no one was about and Neil slept throughout me exiting and the storm!

Sunday was a trip to Georget Family Circus where all the cars could be accommodated in the field and ourselves in the big top where an excellent meal was served (how do they manage to serve 200 HOT meals?) I appreciated the rosé and managed to keep a souvenir bottle (empty) with the event Panhard label. All the family did turns, horse riding, trapeze the usual circus routine and we eat and watched and applauded..

Next was the Maurice Dufresne Museum of Transport/Farming/and a bit of everything reputed to be the largest collection in France. Housed in an Old Mill on the banks of the river Indre it was one man's passion that saved over 3,000 items to form exhibits in different settings necessitating a long walk round, indoors and out. And at the end a Tea Room plus souvenir shop.

Back to the venue for the final meal and speeches, farewells etc. with grateful thanks to organiser, Jean Jacques Megret who I was told spent many sleepless nights worrying if his plans would run smoothly.

All told we covered 1,203 miles at around 47 mpg. And next year we are invited to Belgium near Bastogne (Battle of the Bulge area). We await details but I believe it is Pentecost weekend 22nd . 24th May according to my French calendar.



Roger Caunt

Retirement Ramblings, 2014, a year in the life of an ex-president!

Having reluctantly moved my PL 17 on, to what would become one of the most intense refurbishment projects I have ever seen (more later) spring arrived. And I could concentrate on the 24 coupe that has been maturing very slowly in my garage for over 30 years ... yes, 30 years since it came out of the repair shop with a dyslexic assembly of body panels. It has taken a few months to find most of the many bits scattered around the house loft/3 outside sheds/garage and even behind the hedge! (I fig. it safer to store the glass there, than in the garage with the danger of being hit/dropped!)

With the slightly better spring weather a trip to visit Frank Holden (about 80 miles away) was made and the last remains of his old/unwanted (but still useful, as I was to find) Panhard bits were stuffed into the car. Despite his very frail health Frank was keen to see the parts being saved from the scrap man, we spent a pleasant afternoon with him and Barbara. (I think I speak for all members who know Frank, in wishing him a return to improved health very soon).

Shortly after John Bellwood got in touch looking for bits to start on his restoration of a PL 17 he had brought back from France. With some of my own spares collection and Frank's stuff he went the long journey back to the Home Counties with a well filled boot! And a further load was sent to Jim Baumann, the remainder (not much now) awaits the next needy restoration cause.

As an aside, I have to admire Adrian Polly, on a limited budget, a full time job and usual family duties he has stoically pressed on, maintaining/restoring his PL 17 (that is his regular transport, now the takes courage, going through the Dartford tunnel every day!) AND he is starting on a 24, and I know how rotten those babies can be!

Without a Panhard on the road and a full summer diary of activities I did not make the International ,but note quite a few UK Panhardist's waved the flag vigorously. John Fletcher did amazingly well to restore the Dyna Z1 in a matter of months and drive it to the event, there is one man who can talk the talk AND walk the walk, puts my 24 job to shame! Conversely however, it seems Brian Osbourne has now been almost two years without his car, let's hope he can get it back into action next year.

Only 3 days home from the summer Holiday meant I could not make the South Cerney Meeting and a couple of weeks latter it was time to prepare for the bi annual Old Timer rally (that's the collective term in Germany for Classic vehicles/bikes). I was to accompany my 82 year old uncle for our regular attendance at the big 900+ vehicle event in Hannover. He was riding one of his three 1950s BMW, R25 250cc motorcycles. I used a rare Kreidler Florret, a sports 50cc moped, combat speed about 40 mph !

At the meeting I planned to meet German panhard magazine editor Raimund Bartl, he arrived driving a nice 1970s Czechoslovak Tatra, a big beast with a rear engine, an air cooled V 8. It had been previously owned by Peter Henck , an active Panhard member in the Dutch club. Later in the week we spent a pleasant day with Raimund and he gave me a couple of interesting slim books on the Dyna Z1 and 24 published by the club. They are currently being translated by Jim Baumann.

Two days back from Germany and it was time to collect US president John and Nikki Peterson. We were entertaining them for five days, my daughter Nina providing accommodation. We did the grand mini tour of North West;- Chester, Liverpool , Hilbre Island, Lake District and Wales, doing about 700 miles in luckily the most amazing weather!

Another three days recovering then and I was off again , meeting up with Roger Caunt to shut down the French cottages. Travelling via Portsmouth we called in on Jim Baumann for a pleasant couple of hours demolishing a superb pizza. And the first look at my ex. PL17. Old members may remember the car had had a big restoration by George Pearsall when the car was 25+ years old, back in the late 80s. Another 25 years on and whilst still a reliable, respectable looking old lady, she was predictably in need of a bit

of cosmetic surgery ! What an amazing transformation. Talk about recycled teenagers! The old girl had turned into a real princess! Perfect shut lines, pristine interior, immaculate respray, a credit to Jim's search for perfection. He WILL be driven to hiding from enquirers at shows next year (I used to put out info. boards to save constantly answering the regular questions! Packard ... that's American isn't it?)

And finally, as the year comes to an end and after a lot of searching most of the 24 bits have turned up. Work has finally started on rectifying the body panel alignments ... it may take some time!

To end, once again I would like to congratulate Richard and his little band of helpers for a really great year. Good communications, John Passfield's input has enabled some excellent articles to be placed in the magazine. Not to mention Richard getting stuck in with some serious repairs himself. New, active members coming into the club ... things are looking good, well done!

That's it folks, All the best for a healthy, safe, breakdown free new year,



Ted Bemand.

A Pilgrimage to Le Mans

Gary and I both wanted to see the Le Mans Classic, an event which I had been able to attend just once before, in 2004. Being tied to school holidays was always an issue. I had hoped to take my Panhard, to celebrate the car's 50th birthday, but sadly that was not possible. Instead I had one of my Saabs booked for the ferry.

My friend Alexander works for himself, and seldom takes holidays. His customers' problems often intrude into his spare time. I dragged him to the 2012 Citroen meeting in Harrogate and I proposed to do the same with the Le Mans Classic. I booked him a return crossing so he had no choice.

The 1st July, the eve of our departure, and Alexander arrived in his Lomax, causing a minor stir with neighbours. I had arranged to collect Gary from Leytonstone station, not anticipating the confusion of having two different stations. The word 'Assume' makes an ASS of U and ME! So when Gary called, we went to the Underground station, but Gary was nowhere to be seen. Another call confirmed that he was at the Overground station, which is not in the same place. We spent the evening at a pub in Epping Forest, a venue for a monthly social meeting of the 'Ducklands Light Snails', a local group of the 2CV club.

Wednesday morning we arrived at Dover docks in good time for the ferry, and enjoyed a good breakfast on board. The weather was fine and the crossing smooth, perfect. Driving in convoy is always a challenge, even in the age of the 'Sat-Nav', especially if two different devices don't agree on the route. I don't have such a device, preferring to use an old-fashioned map instead. Alexander had a pair of walkie-talkies just in case. Leaving Calais is where we became separated, and the walkie-talkies proved ineffective. At the first opportunity to stop safely, I resorted to the mobile phone, and we arranged a rendez-vous. After a tea stop in Montreuil-s-Mer, don't ask Gary what he thinks of the French apology for a cup of tea, we headed off for Le Bec Hellouin in Normandy, a beautiful spot, with a great campsite, and an excellent restaurant. Have you ever had camembert sauce with your steak?

Our neighbours at the campsite were a friendly bunch; a chap from Holland gave us a bottle of wine. Although I consider that my classic Saab is a cool car, we were very much upstaged by Alexander, and friend, in the Lomax. A picture is worth a thousand words.

The next day we set off for Le Mans in bright sunshine. Alexander needs to fit a larger fuel tank to his Lomax; the 2CV engine might not use much petrol, but we had to keep stopping for fuel.

At one petrol station I helped a chap whose battered Citroen was having starting problems. Having given him a push to the pump he started fuelling, cigarette stub still hanging from lip, I don't think it was still alight!

We stopped for lunch in Alencon, a large town twinned with Basingstoke I believe. The previous year Rosemary had managed to get a half-decent pot of tea at a cafe-cum-bakery, which I managed to find again. Having been presented with a huge selection of teas, the end result was rather disappointing, and the milk was off.

On our visit last year we had also stopped in a pretty little town in what they call 'les Alpes Mancelles', literally the Alps of Le Mans, a slight overstatement. In a cafe I noticed a clock whose face was decorated with a picture of a PL17. Looking around I found other pictures of Panhards on the cafe walls. Interesting. I asked the lady behind the bar about the cars, but she shrugged and denied any knowledge of Panhards. Leaving the cafe we came across a gaggle of people looking under the half-closed shutters of an adjoining garage, puzzled by the sight that met their inquisitive eyes. Sure enough there were three interesting cars, a 24BT in a dismantled state, the body of a Dyna Junior and an intact Dyna Z.

Of course it was a bit of a long shot, but I suggested to Gary that we return to check it out. Having parked in front of the small church we strolled over to the cafe. This time Monsieur was around, and he opened the garage for us and even drove his Dyna out for our approval. Then came his collection of model Panhards and DBs. As a bonus, his wife made a reasonably good cup of tea, bullseye! St. Leonard des Bois is a lovely spot, with a campsite, Gary and I would like to return in Panhards. Jean Philippe said that there are at least ten Panhards in the vicinity, perhaps we could arrange a nice rendez-vous sometime soon?

We then set off for the campsite near Le Mans that I had booked. I had been recommended a site at Le Pont Romain, but even in May it had been fully booked! I found another site at a place called La Suze-s-Sarthe that was happy to take my booking. It turned out to be a lovely municipal site and it was far from full. The hotel in the town centre had been invaded by British Morgan owners.

On Friday morning we drove to the circuit. We had booked a parking place adjacent to the circuit, and already thousands of car enthusiasts were gathering in the July sunshine. We decided to visit the museum, even though Gary had been just a few weeks earlier. There are some wonderful exhibits, especially if you like old French cars. In the afternoon we watched some practice, and soaked up the atmosphere.

As Saturday dawned there had been a change of weather and a different kind of soaking was on the cards. We decided to have a look round the old town of Le Mans, a very pretty half-timbered collection of houses, shops, restaurants and cafes, situated near the huge gothic cathedral. In a small square we found a Citroen Xantia with an unusual bulge in the bonnet. Closer inspection revealed that one of its suspension units had tried to make a bid for freedom. Although we had some supplies from a local supermarket, we treated ourselves to a hearty lunch. The catering at the circuit is either rather basic, or extremely pricey.

The weather was a mixture of heavy showers and clear spells, but the afternoon was mostly dry, so the opening ceremonies and races were uninterrupted. The event is divided into six ~~plateaux~~ ^{plateaux} consisting of cars from the different decades, starting with the inter-war years and continuing up to the eighties. Most of the Panhard entries were in plateaux two and three; the fifties and early sixties. This year there were seven cars using Panhard mechanicals: five DBs and two CDs. Although no match for the Jaguars, the Panhards could mix it with the Porsches and Lotuses.

We had tickets to entitle us entry to the various paddocks, where we could get up close and personal with these wonderful cars. Car clubs also have static displays in various parts of the infield area, and this year members of Amicale DB were there.

Despite being somewhat past our prime, we resolved to stick it out, all 24 hours, to the bitter end. It was around 2 a.m. that we started to struggle; we had shelter from the rain as we had booked tickets for the stand facing the start and finish line (that was a fluke), but we decided to look for refreshment. Sadly, at that time there was very little open, which was quite disappointing, there being so many people about. Later that morning we found a diner that was doing great business.

Apart from the thrill of seeing and hearing Panhards race around the circuit, my favourite races were plateau four, dominated by the Ford GT40s, along with Ferraris, Porsches (especially the 904), AC Cobras and Astons. Their racing was fast and furious; even with eyes closed you could feel the cars blasting past.

As the racing came to an end we headed back to La Suze-s-Sarthe, first on the agenda a nice hot shower. I booked a table at the restaurant adjoining the hotel, knowing it would be full of Morgan owners, and we enjoyed another fine meal.

On Monday morning we parted company with Alexander and his Lomax, as he headed off to stay with a friend in Normandy. Gary and I decided to return by another, but very scenic route, passing through Les Andelys and its Chateau Gaillard. A rather beautiful Panhard publicity photo of a PL17 cabriolet was taken at that very spot.

Sadly, all good things seem to come to an end, and the more you enjoy yourself, the faster time seems to pass, how cruel!

If this account has whetted your appetite, start thinking about 2016, as the Le Mans Classic is run every other year. Hopefully the next visit will be in my Panhard.



Au revoir! *Alan Courtenay*

Aluminium A30s and the Dyna engine?

Avid readers of "Panoramique" will remember me mentioning as how we came across an item of 'Recent News', from issue 11 of 'La Panoramique' dated December 1983 and which read as follows:-

(page 13) 'Recent News'...

'The Austin A30/A35 Club dropped me a line recently, requesting details of the 1954 Dyna. Especially they wanted external engine dimensions. Apparently Austin were experimenting at Longbridge with idea of using the Dyna engine and transmission in the humble A30. It seems that a car was built but that is all I know at present, so I,ve sent the necessary info and eagerly await the reply, so stay tuned to this channel!'

So without as much as encouragement from anyone else, 'somebody stop me', as Jim Carrey used to say, when wearing the mask in the film, 'The Mask', 'ssh you know who' was emailing the Austin A30/A35 Club, like a good cub reporter ought, to find some answers

The Club were as good as their word and in a very short time I had contact with Barney Sharratt who had produced two books. The first in 1988, entitled '*Post War Baby Austins A30-A35-A40*': ISBN 0-85045-710-6 and the second book in 2000, '*Men and Motors at the Austin*': ISBN 185960-6717. Both books now long out of print were produced by Haynes Publishing. I was able to obtain copies of both books through Essex Libraries 'Inter-loan' scheme and they make for a very worthwhile read should your local library service be able to track them down for you, and of course it had been Barney Sharratt who had contacted Adrian in 1983.

So in a radically shortened form, this is the dope!

'It would appear that in the early 1950's the Aluminium Development Association, here in the U.K., having seen their French counterpart, Aluminium Francais, collaborating with Panhard to produce the all aluminium Dyna Z1, a six seater saloon, powered by an 850cc flat twin air-cooled engine, propelling it at 80m.p.h. with a fuel consumption of 40mpg was the way ahead for the British motor industry.'

Austin were persuaded to undertake R & D using their fully monocoque A30 Saloon.

The A.D.A sent a Dyna Z1 to Longbridge for evaluation (could this be the car that Ted Bemand bought?) to see how it was put together etc; Initially they wanted to see if the Z1 engine and power train would drop into the A30 body shell. However, not only was the unit much bulkier than the existing A30 motor unit, and which would require a substantial redesign of the A30 front end, the Panhard motor unit was heavier than the current A30 engine, gearbox, prop shaft and radiator (including the water) combined!

Had the Panhard unit been installed in an aluminium A30, there would have been a weight saving of 200 lb. against the overall weight of the standard car in steel. It was then decided to to build the A30 engine in aluminium. It ran well but was noisier than the original engine owing to the greater resonance of the aluminium block. Pressing aluminium panels on dies designed for steel pressings proved particularly problematic. Problems with these panels led to calls to produce a wholly new design, using light alloys for all the major components, and producing a body wherein the styling was more sympathetic to the medium of, 'pressed aluminium', and which would also further improve fuel consumption, by generating less drag.

The original plan had been to produce two cars. One as light as possible, with the minimum of steel components for light road work only. the other, strong enough for strenuous road testing using steel pressings for the front and rear suspension mountings etc;

Problems with the spot welding led to the decision to build both cars to the 'strong' specification, but the second car never saw completion.

When completed the 'Alu A30', weighed a mere 10 Cwt compared to the 13 Cwt of a standard saloon in steel. Painted 'Royal Blue' it was reported to handle and accelerate like a sports car and was pleasant to drive, even over the pave at MIRA, since the reduction in weight had been compensated for by a reduction in the suspension spring rate. The A.D.A. were keen to press on with further development, but Austin were getting cold feet. Not only was aluminium more expensive than steel. its price was increasing by 16% a year compared to 9% for steel. The body styling would need to be revised to accommodate the problems associated with making aluminium pressings, and for the fullest benefit, the adoption of front wheel drive, to both eliminate the weight of the prop shaft and to lower the whole profile of the car.

So, plans to increase the use of aluminium into the mass produced car market in the 1950's never materialized. Even had the technical, manufacturing and necessary aesthetic implications been resolved, they still may not have been on to a winner. As Panhard had found out, in addition to the increasing cost of aluminium, the number of badly dented Z1's requiring expensive repairs, following the 'nudging' method of parking, apparently a characteristic of Parisian drivers led to their of steel.

Seemingly, a minor accident involving the 'Alu A30', finally provided the reason to abandon the whole project. A Ford Consul had halted at a pedestrian crossing and in a momentary lapse of concentration, the driver of the A30, coasting up behind, collided with it at no more than 5mph. The damage to the A30 was fairly extensive apparently, yet not a mark was evident on the Consul. By this time it was June 1959 and despite the best efforts of the A.D.A. to keep the R&D at Austin alive, and indeed keep the completed car for further evaluation, Austin 'pulled the plug' as they say and both cars were scrapped.

Not of course the full story of aluminium as used in the car industry, Rover using aluminium door skins etc; and of course there is the story of the 1.6 Litre Lanchester 'Sprite', with the prospect of integral lifting bonnet and front wings as per the Dyna Z1, but that as they say is 'another story for another time'. Contrary at least to my imagining, Austin in particular were not blind to automotive development and practices in Europe, as you will discover should you read both of these books. They provide for an excellent read and are full of reminiscences from boardroom to shop floor. The account of the decline of the British Auto Industry, B.M.C through British Leyland etc; is quite painful mind you.

Alistair Brown

Seen and Heard

The wonders of the Internet or, so what is new under the sun?

Call me a Nerd call me an Anorak, call me a Nerdy Anorak, but I have started so I shall finish...if you let me? Back in July I saw a rather fine Federal 'cabover' 4x4 tractor unit at an Auto show near Manningtree here in Essex. Never having seen one in the flesh so to speak, I thought I would check -out Federal Trucks on the web. Now you are all aware of Panhards distinctive 'Panoramique' feature of the pre-wrap around windscreen, they used in the thirties and also appeared on their pre-war 'Dynamique', well both Federal and Star trucks used very much the same thing. for instance, check out the federalmotortruck.com site and see examples of Federal's 1924 Knight, 1926 Scout and 1927 Model T12W. Bet you cannot wait!