

Many customers of Speedwell have only a vague idea of the nature of the organisation with which they deal. Speedwell is sometimes imagined as a branch of the British Motor Corporation, sometimes as a Racing Stable, sometimes as just a stable! In fact, Speedwell is none of these, it is an independent company bringing together under the chairmanship of champion driver GRAHAM HILL, a team of experts on various aspects of performance equipment. This 'look around' will give a better idea of how Speedwell works and how it can help you.

Steering the Speedwell group from the Managing Director's desk, LUTZ ARNSTEIN controls an organisation which is at your service for any requirements connected with speed equipment from supplying a wing-mirror to sending a fully equipped racing saloon to a far corner of the world. An expert on all facets of the business, Lutz travels vast road-mileages in converted cars, covering the continent of Europe for the export of Speedwell equipment and bringing back choice items for the UK market. In addition to running Speedwell's administration, Lutz deals personally with the hundreds of import and export enquiries that come in half a dozen languages from all over the world.



Speed Equipment Sales

In Great Britain, Speedwell equipment can be obtained in a number of ways—over the counter at the Speedwell Centre, through Halfords, accessory shops and garages. The organisation that makes this possible is run by Sales Manager PETER EVA. Backed by his experienced stores and office staff, Peter deals with the great flow of enquiries arriving daily as well as maintaining contact with garages and Speedwell Stockists up and down the Country. He is, of course, an enthusiast; convinced that there is nothing quite like a well converted car. Furthermore, Peter is a saloon-car racing driver of considerable ability who has held saloon-car lap records at Brands Hatch with a Speedwell Mini. Advice on any aspect of speed equipment and its application is freely available from Peter Eva and other expert members of Speedwell staff. 'The right equipment for the purpose' may sound rather obvious but it is an essential first step to good results and one in which the Speedwell sales organisation can help you. In the equipment showroom at the Speedwell Centre a wide selection of equipment is available for examination, discussion and immediate delivery if required.



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Car Sales

Many Speedwell customers decide that rather than convert their existing car it would be better to part-exchange for a new car already converted. A visit to the car sales showrooms at 763, Finchley Road, London, will often bring just the deal required with surprising speed. Speedwell car sales director **LEN ADAMS** is the first man to whom people speak when the problem is buying or selling converted cars. Having been at the hub of the converted car business since its very beginning, Len can place at your service unequalled experience and inside information. Len's car sales organisation can supply a great range of cars, new and secondhand, from normal family saloons to formula racing cars; sports cars, grand-touring cars, vintage and unusual cars included. Finance and insurance problems connected with converted cars and often thought to be insurmountable are solved daily! Len is also a racing driver of great experience having put up some remarkable performances in the Speedwell Austin A35s that put saloon-car racing on the map and later driven the Sprite-based Speedwell GT car with success both in Britain and on the Continent.



Service

It has always been a policy of Speedwell to back equipment sales with service. In fact, the possession of a well equipped workshop prepared to fit, set-up and maintain any special equipment has become the essential mark of a serious conversion firm.

The Speedwell Service Centre at Cornwall Avenue, Finchley, London, N.3 has the best equipped workshop for conversions and special equipment on BMC vehicles in the Country. Amongst its special facilities are an engine-building shop capable of the most advanced engine work, a machine shop capable of any kind of operation on cylinder heads, pistons, flywheels etc. and dynamometer tuning and testing equipment to measure the results with great accuracy. As well as fitting performance equipment, the Speedwell Centre will tackle anything from a simple service and grease to the complete transformation of a car in engine, suspension, bodywork, transmission, seating, instrumentation and accessories. Engines equipped with SU, Weber or Amal carburettors can be expertly tuned.

Service Manager **TIM CONROY** is always ready to advise on service problems. Tim is well known around the race circuits for his operation of 'Team Speedwell', an amateur racing team with some support from the company. Club-racing enthusiasts or motor sportsmen of any kind can be sure of a special welcome at the Speedwell Service Centre.



Engine Building

The assembly of high performance engines is an extremely exacting task demanding painstaking accuracy and meticulous cleanliness, the importance of which cannot be over emphasised. At the Speedwell Centre, a separate workshop is provided where this vital work can proceed under ideal conditions. Here, any engine requiring internal work receives the same standard of attention and workmanship as would a Grand Prix engine. It has been proved both by competition and long experience of engine conversions that highly skilled attention to the condition, preparation and assembly of every component is essential for power, smoothness and reliability. Anything skimped at this stage could have the most expensive consequences.

PETER LACINA, engine-shop foreman and one of Speedwell's 'old hands' has the craftsman's instinctive appreciation of the requirements of a 'happy' engine, hundreds of successful units taking shape under his skilled hands every year.

Whilst it may be true to say that nothing mechanical can be perfect, a Speedwell-built engine must come as near to it as is humanly possible.

Development

It has been said that "the art of conversion is producing tomorrow's motorcars today". It is not surprising that a successful conversion firm has to put a great deal of effort into development and research. In fact, Speedwell probably spends more, in relation to its size, on development than most motor manufacturers. To meet the needs of continuous engine development a unique engine test-house has been built in which engines can be tested under conditions which accurately simulate those in the car. The car's own exhaust system is used and an artificial slipstream is drawn through the test cell. This has made it possible, for the first time, to successfully use a dynamometer for the development of high-performance silencers. Power and torque are accurately measured by a remote-controlled electronic dynamometer whilst fuel consumption, pressures and temperatures are recorded by comprehensive instrumentation.

An ingenious gas-flow apparatus is used to probe the mysteries of inlet port and cylinder head design, so vitally important for maximum performance.

In charge of this important aspect of Speedwell's work is Technical Director DAVE JONES. Well known for his informative articles that have appeared in the technical press, Dave is an engineer with an unusual background in instrumentation which enables him to bring the most modern methods to bear upon engineering problems. Whilst most of his time is divided between the drawing-board and the controls of the test-house, Dave is always available to discuss customers' engine conversion problems of the more complex kind.



Development is of course not confined to engines alone and it is in the sphere of suspension improvements that GRAHAM HILL makes an invaluable contribution. Graham's extraordinary perception of the faults and possible remedies in a car's roadholding has resulted in a range of suspension equipment bringing added safety and pleasure within the reach of all keen motorists.





Design and Production

Speedwell's "Best Engineered Speed Equipment" is not an idle claim. Since its inception, the conversion field generally has suffered from equipment badly designed—if designed at all!—poorly made and technically unsound. From the very beginning, Speedwell has worked on the principle that tuning equipment cannot be made 'on the cheap' and the principles of sound engineering design must be rigorously applied.

The methods used by Speedwell are similar to those of the motor manufacturers except that the specialisation and smaller quantities involved result in great flexibility to adopt new ideas and greater scope for individual craftsmanship. Wherever possible, Speedwell products originate on the drawing board and are first made as prototypes

which are extensively tested and proven before being finalised for production. This policy has resulted in confidence in the product which is expressed in a full 12-month guarantee.

Whilst the bulk of production is spread over a number of factories, many of the key operations are carried out at the Speedwell Centre itself. In a specially equipped machine-shop finishing operations are carried out on many engine components including the well-known alloy cylinder-heads. One unique operation is the reproduction of complex combustion-chamber shapes by a process of three-dimensional pantographic milling. Machines cannot, of course, replace manual skill when it comes to intricate finishing operations on cylinder-head porting, but in this, as in all other respects, Speedwell's team of experts are second to none.

