

# BOOK REVIEW

## WORKS ESCORTS IN DETAIL

By Graham Robson

ISBN 978-1-906133-44-3, 265mm x 260mm, hard cover, dust jacket, gloss paper, 223 pages, color photographs.

The Mk1 and Mk2 Escorts were humble family cars that ended up as highly successful competition cars, both on the rally stage and the racetrack. Car by car, this book covers all Ford's works cars, competition history, color schemes, and technical development. This book features loads of action photographs and is truly an in-depth study of the legendary Works Escorts.

Published by Herridge & Sons Ltd, distributed in Australia by Capricorn Link. Price \$79.99.

## FACTORY-ORIGINAL SPORTING MK2 ESCORTS

By Dan Williamson

ISBN 978-1-906133-29-0, 260mm x 260mm, hard cover, dust jacket, gloss paper, 159 pages, color photographs.

This book covers the sporting versions of Ford's Escort Mk2, including the RS Mexico, Sport, Harrier, RC1800 and the RS2000. Also covered are the Australian variants and Series X cars.

Model by model, with hundreds of pictures, it gives you all the details of correct factory specifications and equipment, including body panels, external trim and badging, paint colors, interior trim and trim colors, dashboard, instruments and switches, under bonnet components, engine and transmission, lamps and all other features right down to the toolkit, from the beginning of production to the end. All this detailed information is vital to the buyer, owner and restorer.

Each model's section opens with a brief text introduction followed by specially commissioned color photographs with extended captions. For quick reference to accurate and comprehensive information, this formula is hard to beat.

Published by Herridge & Sons Ltd, distributed in Australia by Capricorn Link. Price \$69.99.

## LOW COST RESTORATION VOLUME 1

Impressive Interiors Quality Results on a Tiny Budget

By Steve C Brooks

This is an e-Book on Kindle through Amazon. It is the way to go for small time publishers that have the knowledge, but not the finances to produce a print book. This is part one of a series dealing with the interior of your car. It is illustrated with lots of tips and short cuts on working with plastics and fabric, particularly with modern post-war cars. It covers problems such as faulty power windows, woodgraining and general repair work to renovate shabby and worn interiors. You can find this on [www.amazon.com/dp/B00COIM6RG](http://www.amazon.com/dp/B00COIM6RG)

## BRICK BY BRICK

The Biography of the Man Who 'Really' Made the Mini

— Leonard Lord By Martyn Nutland

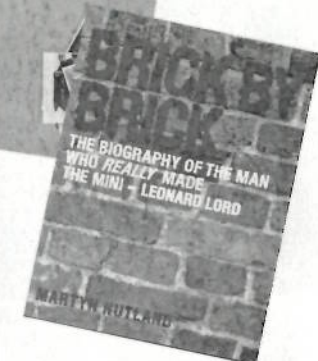
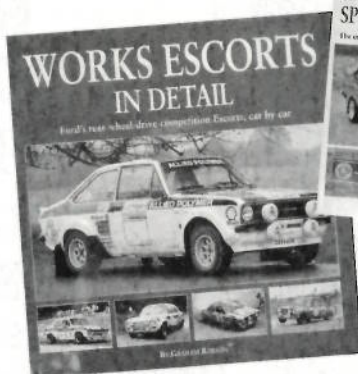
ISBN 978-1-4772-0318-7, 210mm x 280mm, soft cover, matt paper, 311 pages, with some black and white photographs.

Given he was one of the pivotal figures in the British motor industry from the early 1930s to the early 1960s, it is remarkable there has never been a biography of Leonard Lord. With this volume, Martyn Nutland now comprehensively redresses the balance.

Lord was a more than competent mechanical engineer, but his genius was as a production manager of the first rank, combining decisiveness, organisational skill and business acumen. This was recognised by both William Morris and Herbert Austin, Lord becoming (effectively)

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Most of these titles are available from good bookstores and automotive specialists. Also available online from [www.pitstop.net.au](http://www.pitstop.net.au) or [www.autobookworld.com](http://www.autobookworld.com)



General Manager at Morris at the age of 36, and later, Chairman of Austin. At the time of his retirement, he was Chairman of BMC.

Although that company's iconic Mini is popularly associated with Alec Issigonis, the author persuasively argues that the real 'driving force' behind the car was Lord. Nutland goes on to conclude that Lord was in fact, Britain's greatest industrialist of the 20th Century, in any field. Lord could not, on his own, stem the decline of the big beasts of the British motor industry, but this is matter for an entirely separate study, perhaps by Nutland himself?

The present book is more than just a straight biography of a controversial figure, the author setting Lord's life within the context of the great social, political, economic and industrial changes of the time. His research, both from documents and individual testimony, is impressively wide-ranging, and the book will be of interest to the wider 'transport' fraternity, whose interests may take in, for example, sports cars, commercial vehicles and aircraft. More illustrations would not have been amiss, but production values between the soft covers are high. There is a useful list of models with which Lord was associated and a comprehensive index.

Published by AuthorHouse, available in Australia at Bookworld. Price \$35.99.

## INTERESTING OLDIES

Each issue we look at an old book to review. Look for them in used bookstores, or on the Internet, websites such as Amazon, who now make available many old books now out of print.

This issue we will review a book in our library that we think is well worth looking at.

## THE LEYLAND PAPERS

By Graham Turner

Printed by Eyre and Spottiswoode, London, 1971.

Hard cover, matt paper, 216 pages, 145mm x 225mm.

Published in 1971 before the fall of Leyland, this book takes in the final stages of Leyland.

Ever since it was formed in 1968 by the union of Leyland and British Motor Holdings, the British Leyland Motor Corporation has been a focus of public interest: It was the last British-owned motor manufacturer of any size, and it was also the instrument for the unification of the British car industry.

Almost unprecedentedly, Graham Turner had been given access to all but the most recent records of British Leyland. Since this included papers from Leyland, BMC, Jaguar, Rover and Standard-Triumph, the records illuminated many of the most important episodes in the history of the industry.

It looks at the recovery of Leyland after years when it seemed close to failure, the merger of Austin and Morris, the curious genesis of which is revealed here for the first time, Standard's search for a partner, and its talks with both Rover and Rootes, and the protracted negotiations which led to the merger between Leyland and British Motor Holdings.

The author has also been able to talk to many of the leading figures involved in these battles, including politicians and their recollections add greatly to the new information provided by the papers.

The result was an engrossing study of the operations of one of our most important industries. It ends with an assessment of the British Leyland chairman, Lord Stokes, and a description of the development of BLMC's first new model, the Morris Marina, based on the planning papers and a car that with all the publicity failed to deliver.

We have found this book to be available from [www.amazon.com](http://www.amazon.com), priced from about \$20.



## 1967 Jaguar S-Type 3.8

The perfect every day classic. Excellent porcelain white paint with unmarked deep red leather interior. Has variomatic power steering with electric radiator fan and automatic transmission to make city driving and cruising easy. Has been professionally fitted with LPG gas system, but also still runs fine on petrol too. Comes with custom Vic plates 'KAT-067' and Victorian RWC. Price \$12,500.

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