

DON DON THE PIPER AND SON BY BOB MOSSERI

For those Naylorites like myself who live in Southern climes wanting to follow Jim's exhaust example, but deterred by the thought of driving to Leeds for a transplant, a solution is at hand.

Meet Don, a maestro on pipes.

Don is unto exhaust systems as "Teesie Weesie" was to hair. Don can exhaust you on the subject of exhausts as I found out when entering his emporium on the recommendation of my electrician, who had a tailor made system fitted to his monster American four wheel off roadster to make it sound like a Chieftain tank.

Be at the works at 8.30 a.m. sharp were my instructions from Don. Five minutes late was met with mild reproach, the fact I couldn't find his works was no excuse.

"Up on the hoist with her" said Don, up on the only hoist I might add. The perfectly adequate stainless steel system on "Nellie" my Naylor then became the subject of huge derision. "You have got more bends there than the Simplon Pass, and why you need a baffle box and a silencer, baffles me.....and why start on the left and come out on the right ?.....NO....it will have to go!".....and so it did in a trice.

The main problem with the original system, as we all know, is that much of the engine's output is wasted pushing the exhaust gasses through, this combined with the excessive back pressure give rise to the "popping" on deceleration and a lumpy performance at low revs. Don suggested replacing the system with a high quality 2" heavy gauge stainless steel straight through system with only one silencer. I was in no position to argue by that time, the exhaust and manifold were lying on the ground and Don was barking orders to his entourage like an Italian policeman in the heart of a traffic jam. It was then I discovered that his disciples consist of his son-in-law, brother-in-law and a partner. All three set about the task with great vigour.

"A straight line creates the least resistance and you will improve BHP by at least 10%"Don preached as he started with a sheet of 20 by 20 polished stainless steel sheet, rolling it into a tube and spot welding it along its length, before squashing it under a press to create an oval baffle box which would sit neatly between the cross struts. This was only the start of it, two hours later a welded unit stuffed with the highest quality stainless steel wire wool and perforated pipes emerged for its first fitting.

"Now for the pipes" proclaimed Don as he unsheathed two lengths of high gauge stainless steel tube that sparkled like chrome. This was to be Don's proudest hour as he pontificated and issued commands just like Monty.....or was it "The Navy Lark". "10 degrees left, 30 degrees right, straight as she goes, right break for lunch". During the next hour Don regaled me with tales of exhausts he had known, and to my ever increasing concern the high costs involved. What had I let myself in for ?

The final phase of the whole exercise was the installation and the fine tuning.

Continued on Page 20

*OVERLEAF-----Some impressions of the "Cotswold Weekend".
This event won the "Classic Car" Magazine Trophy for "Best
Club Event of the Year".*