

Friends

April 2010

Unique CTM show opens



Opening: Dame Tanni Grey-Thompson DBE with Norma Lewis, Group Chairman of Mobilise and Grant Cobb, President of Mobilise

CTM was honoured to have Paralympian Dame Tanni Grey-Thompson as special guest at the opening of a show dedicated to carriages for the disabled.

Vehicles on display have been sourced from a variety of places including the Science Museum, London, some private owners as well as the museum's own collection.

At the opening Dame Tanni was accompanied by Group Chairman of Mobilise Norma Lewis and Grant Cobb who is President of the organisation.

The visiting party took great interest in the array of carriages that had been brought together for the first time. They explored a range of vehicles from early bath chairs to models of the future.

The show is expected to be very popular. In the show you will also have the opportunity to understand how the industry has developed new concepts, and examine attitudes of others towards these vehicles and the people who use them.

The show lasts until July 4.



Exhibition: Dame Tanni examining one of the invalid carriages produced by W & F Barrett Ltd

Chairman's Chat

One of my first acts as your new Chairman must be to thank Richard Dawe for the considerable work he has put into developing Friends over the years, most of the time as Chairman. A hard act to follow!

During the coming year, I hope that we shall be able to build on what has been achieved already, extending membership and members' involvement in our activities. These will follow the established pattern of monthly club nights, vehicle and archive groups and events where Friends take museum vehicles out to the public. Since last month's AGM, there have already been three such events, an important part of our role in promoting and supporting the Museum and clearly a priority area for getting more people involved. And there's scope for more.

A chance for Friends to show off their own cars was called for at the AGM. We are looking at the options for such an event at the Museum later in the year. Meanwhile, for the June club night, on **Wednesday 16**, we shall be taking 333 to the Coventry and Warwickshire Motor Club's "Wheels" display evening. Friends' own interesting vehicles will be most welcome at this event but owners are asked to register on line at www.cwmmc.org.uk (in the social section).

Are there other activities you'd like us to be involved in? Let us know! Would you like to get more involved in what we do already? Let us know!

I look forward to working with you.

John Viggars

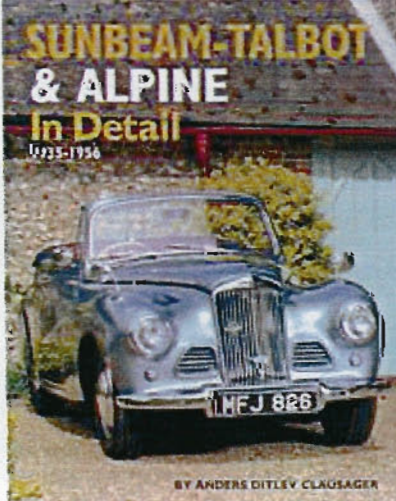
Next meeting

Sunbeam Talbot Rallying & History with Anders Clausager

Archivist at Jaguar Heritage Trust

Thursday, April 15 at 7.30pm

Make a date for the May meeting: It's the ever popular Motorcycle Night



Contacts

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Deasy token

The photo above shows a find by former workshop technician Dave Withers when he was metal detecting for the Allesley Park Walled Garden Group.

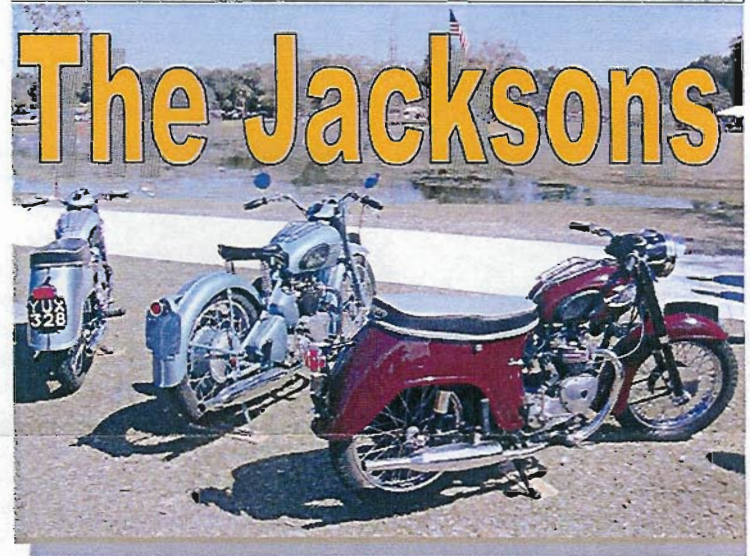
It's a token issued to employees of the Siddeley Deasy works around the First World War. By that time the name of the firm had changed from the Deasy Motor Manufacturing Company. The works was at Parkside and the site was leased by an importer of motor vehicles, one Captain Deasy.

He formed his own car company in 1906 and started production, but unfortunately his cars were never reliable. The fortunes of his firm changed for the better after engineer John Siddeley became managing director. He adopted a policy of buying-in rather than making his own components. Engines for his cars were bought from Asters, the chassis came from Rover and bodies were constructed by several coachbuilders. After the First World War Siddeley merged with Armstrong Whitworth of Newcastle-upon-Tyne.

The token is believed to have been exchanged for the tools of the trade at the beginning of each day. The number of the employee's token would have been entered in a register.



Merchandise: the British Car Company marquee with a magnificent Jaguar XJS in midnight blue livery proudly displaying the Union Jack



Meridens: the three Triumphs, a Twenty-One, Thunderbird, and Speed-Twin all gleaming in the sun



Aston lookalikes

Two Aston Martin look-alikes caught my eye in the cars for sale this month.

The Ulster Replica (above) with gleaming Jaguar red coachwork was professionally built by Wentworth Cars ten years ago. Under the aluminium bonnet is a rebuilt 1800cc MGB engine now modified to run on unleaded engine. The car has overdrive, a heater, tonneau cover and knock-off wire wheels. Priced at £7995 it's a steal. The trader is based in Essex and can be contacted on 07711 630348.

This beauty pictured below is an NGTC, for sale with Findhorn Cars of Petersfield, Essex. The car is factory rebuilt and has standard MGB running gear. The suspension back and front is MGB. It was previously owned by Paul Gray of the NG Owners' Club although prior to 2002 its history is unknown.

The car has a classic look with its distinguished rear end. It has skinny wire wheels and cycle wings. It comes complete with all weather gear and unusual for a car like this—a hard top.

A really attractive car priced at £8000. Contact 01730 823647.





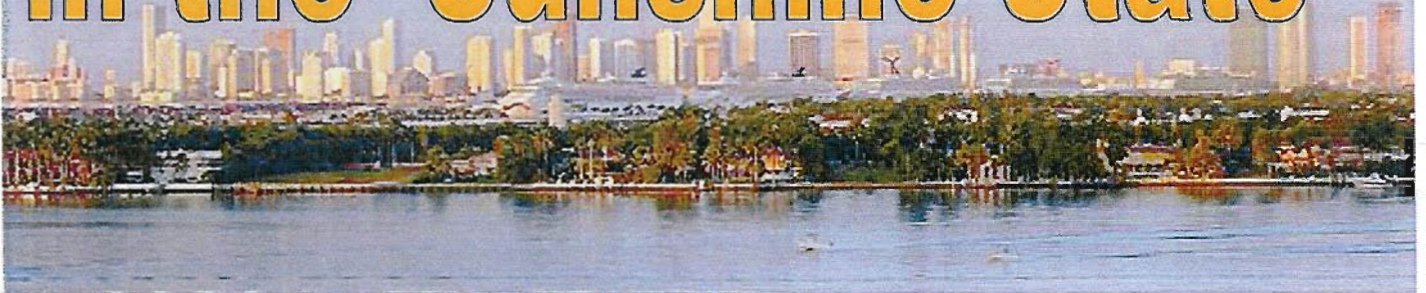
Pair of Fords: A very striking Model A (left) alongside a V8 Coupé with coachwork in an unusual bronze

During a holiday in America's 'Sunshine State' Brian and Lesley Jackson went in search of a gathering of classic cars. An unsurprising activity for two motor vehicle enthusiasts. Their first visit wasn't quite what they expected as Brian explains: "After consulting the worldwide web for information we discovered a notice for the British Car Show at Zephyrhills in mid-Florida.

"We set off on a Sunday wondering whether it would be an 'all-Ford' event (with Zephyrs in mind) but on arrival at the venue—a park, all we could see was a Celtic Festival ; although I have to say there was a British Car Company merchandise tent at the entrance, flanked by a Jaguar XJS. "A quick chat confirmed that we were in the right place but we were a day late for the rest of the British Car Show!" "All that remained was the Jag with some merchandise and as it happened a few motorcycles nearby.

"They were being displayed by a local restorer who specialises in British bikes; all were Triumphs, a Twenty-One, Thunderbird, and Speed-Twin all gleaming in the sun".

in the 'Sunshine State'



Contrasts: A monster Stingray and (right) a crane braving traffic on a Miami highway



Not to be defeated after promising an interesting story for the Friends' newsletter Brian found some interesting machinery and a 'crane' around St Cloud, some 15 miles south of Orlando (pictured above).

"One hazard for road users we came across were Sandhill Cranes (see inset picture) that loved to stand in the road ignoring all passing traffic," said Brian. "Perhaps the asphalt keeps their feet warm, but unfortunately for them the plumage of the bird is very similar colour to that of the road surface, making it difficult for motorists to see the birds and leading to many casualties.

"Anyway we did finally find our way to a car event, of sorts. "On a Thursday evening in the car park of Walmart there was a gathering of classic cars (mostly American) and I managed to get a few pictures that should interest.

"Shown in these photos are a Ford Model A, a 1936 Ford Coupe, and a Corvette Sting Ray."

While in America Brian and Lesley took time to see something of television—brash Yankee style, and he relates something of the sort of advertisements they dream up.

"It was interesting to see how television ads for Toyota have changed since all the recall problems.

They now consist of an 'owner' chatting to camera along the line of 'This is my third Toyota, they're great cars. My mom drives a Toyota, she loves it. My daughter is on her second Toyota, it's the only car she'll drive. We all think they are the safest and best cars'.

The following ad would be:

'Have you been injured in an auto accident? Call the law firm of so and so; let our expertise negotiate the best compensation for you'.

Can only happen in America or can it?"



Powerful: A Chevrolet Corvette Stingray from the 1970s

The ferry crossing from Dover to Boulogne by Seaspeed hovercraft was one of the bumpiest rides imaginable. One return was enough for us and our next holiday in France started and finished aboard one of Townsend-Thoresen's ferries. Don't get me wrong we loved to watch the craft going in and out of the harbour—the hovercraft was splendid, a British triumph. The first regular passenger service from Dover started in 1968 when the Boulogne service was started by SRN4 hovercraft *Princess Margaret*. The craft was owned by Seaspeed, a subsidiary of British Railways. It ran from a new hoverport built at the Eastern Docks. The following year a second SRN4 *Princess Anne* opened a second route from Dover to Calais. By the mid 1970s increased traffic meant there was a call for more capacity on the routes. This problem was solved by

was unreliable and it was withdrawn for modifications in 1981. It returned after two years but was refused entry into the fleet by then operated by a new company called Hoverspeed. Hoverspeed was formed in October 1981 by the merger of Seaspeed and Hoverlloyd, the Pegwell Bay based company. Hoverlloyd had started its service from Pegwell Bay to Calais in 1966 but by the 1980s neither company was making much profit. So the two firms merged to form Hoverspeed based at Dover. By 2000 with the duty-free sales ending causing a drop in profitability Hoverspeed decided to call it a day. The last hovercraft crossing was on October 1. On the day after Seacats started in service carrying nearly twice as many cars and passengers but with a slower crossing time to Calais of 45 minutes. *Information from the www—KD*

Fastferry 30 years ago

stretching the SRN4's turning them into Mk3 craft. Capacity was increased to 424 passengers and 54 cars. An enlarged *Princess Anne* re-entered service in 1978 followed by some alterations to the *Princess Margaret*.

July 4, 1978 saw the opening of a new hoverport alongside the Prince of Wales Pier at the western end of the harbour. The SRN4 Mk3 craft made the journey from Dover to Calais in 35 minutes. The fastest ever crossing recorded was in September 1995 when *Princess Anne* made the trip to Calais in 22 minutes. Across the Channel developments by SNCF (French railways) saw a Sedam N500 hovercraft the *Jean Bertin* operating with Seaspeed from July 1978. Sedam's development programme had been dealt a crippling blow in May 1977 when the first N500 craft was destroyed by fire. The second craft, the *Jean Bertin*,

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Museum 30th anniversary year



Seaspeed Hovercraft Princess Anne

ET 0179

Seaspeed Hovercraft "Princess Margaret"

ET 0987