

# Friends

February 2010



## LM85 in production

**Tuesday, February 9** saw Dutch luxury carmaker Spyker Cars bring its latest model, the Aileron LM85 to Millennium Square to mark the start of production here in Coventry. The media gathered to inspect the 190 mph super-car resplendent in red and black, and meet the firm's founder and Chief Executive Victor Muller.

Talking to Sky News he said: "We're really excited to bring our production here because this is where the craftsmen are and this is where low-volume production can really excel.

"We'll create some 40 jobs at Coventry Prototype Panels - our very first partner since 2000."

Until now, CPP has been producing chassis and components for Spyker then shipping them to the Netherlands for final assembly. The new arrangement sees production at CPP's 20,000sq ft plant in Whitley already underway.

The move by the company is part of Spyker's strategy to scale up production and reduce manufacturing costs. Production capacity can reach five cars a week in one shift at the Coventry plant, the firm said in a statement.

Spyker's announcement in Britain comes as the Dutch firm said it had secured the financing to close its purchase of the Swedish car brand Saab from General Motors. However, the luxury carmaker apparently needs to finalise how it will settle a £15m cash payment due by July 15 under the terms of the deal.



### Chairman's Chat

Some of you may not be aware that two teams of Friends are busy beavering away in the museum archives, under the watchful eye of curator Lizzie Hazlehurst. They meet on Tuesday and Wednesday afternoons and have had a massive impact on the reorganisation and cataloguing of archive items. This is not glamorous work but it is essential, and those involved display incredible dedication and attention to detail. If this type of activity appeals to you, please let me know by calling 01926 511574 or by emailing [r.dawe452@btinternet.com](mailto:r.dawe452@btinternet.com). I know Lizzie will be delighted to welcome you to the team.

As you know, our AGM is on Thursday March 18. May I please remind you that you will not be eligible to vote unless you have paid your annual subscription. I understand from our Treasurer that there are about 20 renewals outstanding, so if you haven't yet paid please do so as soon as you can. The refurbished components of the Maudslay differential are now back from Lenoch Engineering in Rugby. John Rushbrook's firm has done such an excellent job, and halved his normal labour rate, that we have made him an honorary Friend. John is very interested in the Maudslay project and I am he will be able to help us further as work progresses. Brian Bromwich and museum technician Bill Bates are cleaning up the casing, and when this has been painted we can start reassembly. Watch this space!



In case you missed it here's a picture of Stagecoach's Dutch-built amphibious bus that was demonstrated on the River Clyde today. The demonstration of the £700,000 vehicle - billed as the Amfibus by Stagecoach - comes as a passenger ferry service across the river at Renfrew, west of Glasgow is about to be withdrawn.

*Bus and Coach magazine Feb 9 2010*

## The Case of the Stolen Radio

**A mock trial (with audience participation)  
presented by Ian Dunn JP and Richard Dawe JP.**

**Thursday, February 18 at 7.30 pm**





## Friends workshop

Nearing completion is the restoration of this rare Triumph Tiger 80. Members may recall that it was purchased by the British Motorcycle Charitable Trust in 2007. The previous owner having spent many hours of research and labour had already begun the process of a complete restoration. When I popped into the Friends workshop the other day Dave Green was occupied in re-fitting the fuel tank onto its rubber mounts. Lining up the four mounting places was just a little tricky.

A new wiring harness had been acquired but outer casing colours differed from the original Triumph charts and John Stubbs (in white gown) had been sorting out the correct connections.

The Tiger models made quite an impact when they were shown at the last pre-war Motor Cycle Show at Olympia in 1936. They dazzled the crowds with their chrome-plated petrol tanks, headlamps and wheel rims. KD

## MUSEUM NEWS



## P5B donated

Just arrived and on display outside the first-floor offices is this elegant 1971 Rover P5B coupé. This version appeared in September 1967 and is powered by a 3,528cc V8 engine. The car was commonly known as the 3½ litre. The letter B in the designation reflects the engine that was designed in the USA by Buick.

The P5B existed in four-door coupé and saloon styles. The saloon cost £1,999, while the coupé (like the car on display) came in at £2,097. The Coupé roof is two inches lower than that of the saloon giving it the elegant and smooth lines.

The car was donated to CTM by Coventry enthusiast Colin French, who had owned the Rover from new. It has only done 50,000 miles and is in a very original condition.

## You pays your money...you takes your choice



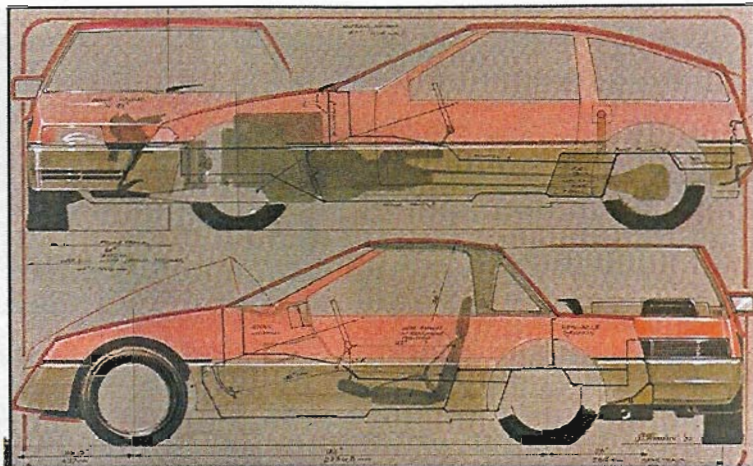
The Daimler SP250 aka Dart is rarely seen, yet one of the highly prized sports cars of the sixties. Here are two examples currently for sale. It goes without saying that one is in rather better nick than the other.

As the owner of the derelict car, built in 1962 and pictured left says: "This car is in need of a complete restoration although the body has little damage on it considering its fibreglass. The interior has no decent seat padding or covering but the frames are fine and completely intact, the soft top frame is perfect condition but little of the covering is left. The chassis is in fantastic condition as is the petrol tank. The price—£5,000. The owner is happy to quote for shipping ...from Yucca Valley CA! contact [steve@sv-mail.com](mailto:steve@sv-mail.com)



The car pictured right is a 1960 model, an A spec car in good condition, having been fully restored in the early 1990s, and has had low mileage since. Desirable modifications have been made to make driving even more of a pleasure - rack and pinion steering, electric fan, alternator, brake servo. The steering and updated brakes make it so much easier to drive in modern traffic. The hood, tonneau and hood cover are all in good condition, although the hood is a bit tight to put up due to shrinkage (I just leave it down says the owner- much more fun that way.) The windows can be awkward to wind up and down. The MOT runs to July 2010. For sale in Hampshire priced at £15,500. tel: 07043 239384. You pays your money...you takes your choice

Editorial staff at *The Motor* magazine were taken aback when they received the staggering total of 490 entries for a competition they ran 30 years ago to design a new MG. According to the organisers, "drawing cars is a national pastime it seems, and should surely become particularly productive if harnessed to the current wave of MG nostalgia. "We were equally stunned by the very high quality of some of the designs, the best of which combine a remarkable creative flair with superb draughtsmanship and presentation." In the autumn of 1980 the Abingdon factory closed and MGB manufacture ceased. The marque had been in continuous production for 56 years. The BMC competition department was also based at the Abingdon plant and produced some significant racing and rally vehicles that took top awards.



## Museum 30th anniversary year

What else was happening in

# 1980



**3RD**

J.L. Ashford is another professional designer, who works for BL. His design (left and below) combines a traditional charm with a number of modern ideas, including a 'Targa' version and careful attention to aerodynamic efficiency. Brian Hutton felt the car looked too much like a Midget than an MGB replacement. Tony Curtis felt the design had "a certain 'hardness'", but Tom Kaven liked its "touch of nostalgia combined with good aerodynamics and compactness". All were impressed by both the presentation and the MG badge itself.



**M** **tor**  
WEEK ENDING JULY 5 1980 35p



our contest attracts avalanche of entries

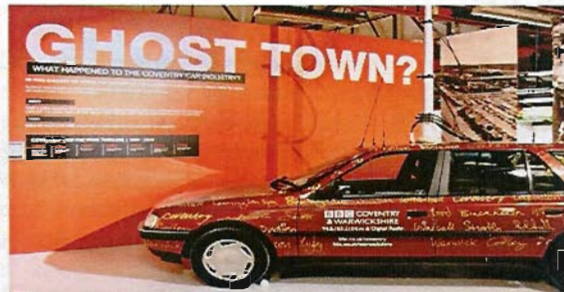
Some designs that were submitted : clockwise from the top: First came G D Thomson who worked in the styling department at Talbot. A Scot, he began a five-year apprenticeship in the Jaguar styling studio in 1967, later being employed there full-time.

One of the other entries was this affair by J J Marshall say. The judges considered his design excellent, but "he got a bit carried away with MG's octagonal emblem," they said. See what they meant!

Flying off the page is this little beauty by David Wilkie. Judges thought "his design rather like a neater version of the AC 3000."

Third in the competition was this job produced by professional designer J.L. Ashford. His design combined a traditional charm with a number of modern ideas, including a 'Targa' version. Judges thought "the car looked too much like a Midget rather than an MGB replacement." What do you think?

This issue of *The Motor* also featured a new version of BL's Morris Ital. Did the Turin-based stylists really improve the fortunes of the Marina range?



Some interesting artwork by students at a local secondary school and currently displayed in the museum came about as the result of a project organised by Life long learning officer Julia Gandy.

"The idea came about after we were contacted by Ally Gerrish, a teacher at Foxford School and Community Arts College in Longford, Coventry," said Julia.

"Mrs Gerrish wanted to find an interesting project for her graphic design students on a GCSE course and thought of contacting us here at the museum.

"It was great to hear from her because she was actually my art teacher for a while. Naturally I was more than happy to oblige.

"The new gallery Ghost town seemed a suitable subject for the project and so invited the group of ten students into the museum.

"Steve Bagley and myself spoke to them about the initial concept of the gallery and how a student from Salford University had come up with the original newspaper themed design.

"We showed them the art work/proposal from Richard Fowler Associates, the Halifax company that took on the building of the new gallery. And explained the tendering process that takes place when the museum is looking for a suitable company to take on work. We were able to show them the initial concept, through the detailed design stage, into the build and onto completion .

"The students' task was to design a poster for the new gallery on the understanding that their work would then be displayed in the museum."

The posters are really good and the school is clearly pleased with the final result. Mrs Gerrish has already indicated her wish to use the museum facilities for another project in the future.

