

Friends

August 2011

The next clubnight

This month's clubnight will be an informal gathering at the Museum store in Sandy Lane. Indoors, for your perusal, will be all the vehicles that are not in the Museum itself from pedal cycles to commercials and military. Outside, a number of Friend's own classics are expected along with their owners. Across the road is the chip shop. If you would like to bring your classic vehicle, please let me know if possible. On the other hand, a last minute decision to turning up unannounced will not result in being turned away. There will be plenty of parking space for both classics and moderns.

Getting to the store from the ring road is straightforward: take junction 9 out of town (Radford Road), first right into Light Lane, turn left into Sandy Lane and follow it around the right and left hand bends and go in through the gates on the right, parking directly in front of you. If anybody needs a lift to the store from the rear of the Museum, please let us know and this will be arranged.

Looking further ahead, Heritage Weekend falls on 10 and 11 September and the Museum will be offering store tours to the general public travelling on 333 from Millennium Place. Friends will be helping both on the bus and in the stores. Each tour takes just under an hour. If you are able to help with this, whether for half a day or just one tour, please get in touch.

I look forward to seeing you shortly.

John Viggars

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CTM at 'Classic'

More than 800 Jaguar E-types took to Silverstone's Grand Prix circuit at a July weekend to celebrate the 50th birthday of the famous sports car. The convoy, which is thought to have set a Guinness World Record for the most E-types on track at one time, was just one element of a packed Silverstone Classic weekend in which more than 7,000 historic cars were on view to the public at the Northamptonshire circuit. Organisers of this significant event had invited CTM to put on a stand for the three day show and Friends assisted museum staff in driving various vehicles to the circuit. Included in the museum convoy were the AEC Mercury tanker, Daimler double-decker 333, the Karrier minicoach, Austin Gypsy fire engine, Alvis Speed 25, and Lea Francis Hyper (which unfortunately suffered engine problems on the way and had to be returned to the museum). A selection of motor and pedal cycles were also transported there.

Other highlights of the weekend included Bob Berridge leading the historic Group C field home in his Mercedes C11 and Jon Minshaw winning the second of the weekend's E-type challenge races, which featured a record grid of 52 cars. Richard Attwood who was winner of the 1970 Le Mans 24 Hour race was on the top step of the podium once again as he and Stuart Graham took their Aston Martin DB4 GT to victory in the Royal Automobile Club Tourist Trophy endurance race. Several Friends helped to man the stand over the weekend, and assisted to return all vehicles to the museum after the event.

Centenary talk

Appropriately, in the centenary year that marks the opening of Ford's very first factory in Europe our July clubnight saw Neil Tuckett from the Model T Ford Register as visiting speaker. His talk and slide show on the history of Ford and it's various models in the UK, also included highlights of his recent trials and tribulations when he took a Model T to the top of Ben Nevis (replicating an event that took place 100 years ago). Neil generously donated a bottle of Model T whisky to be auctioned in aid of club funds.

► See centre pages for the story of Ford's Manchester factory that opened 100 years ago.





John Favill

Influential motorcycle engineer, John Favill will be speaking at CTM on September 20 during his brief visit to the UK from his home in Wisconsin, USA.

John started his engineering career at Meadows Engines before joining Villiers as a designer then moved on to Norton as part of the team that developed the 750cc Norton Commando motorcycle and its 850cc successor. He and fellow engineer Bernard Hooper designed the innovative 500cc Wulf Prototype motorcycle, before John left the UK to work for Harley-Davidson in the United States between 1979 and 1995.

This lecture and Q & A will be staged in the Museum's Starley Suite starting at 7.30pm.

Tickets are available via

www.transport-museum.com and Scene Central and are priced at £6 + 60p booking fee and £7 on the door. You can telephone 02476 234270 to reserve door tickets, but we are asked to try booking on line.

Scott lecture

Quentin Willson, who presented Top Gear, Fifth Gear and Britain's Worst Driver among many others, and is an advisor to the Government on motoring and transport issues, will be the guest speaker for the annual Cyril Scott Lecture on October 20.

His talk is entitled 'Driving The World - The UK Motor Industry Leads The World'.

Tickets are £16.50 per person with concessions for members. All proceeds going to the Teenage Cancer Trust.

Rock 'n Roll

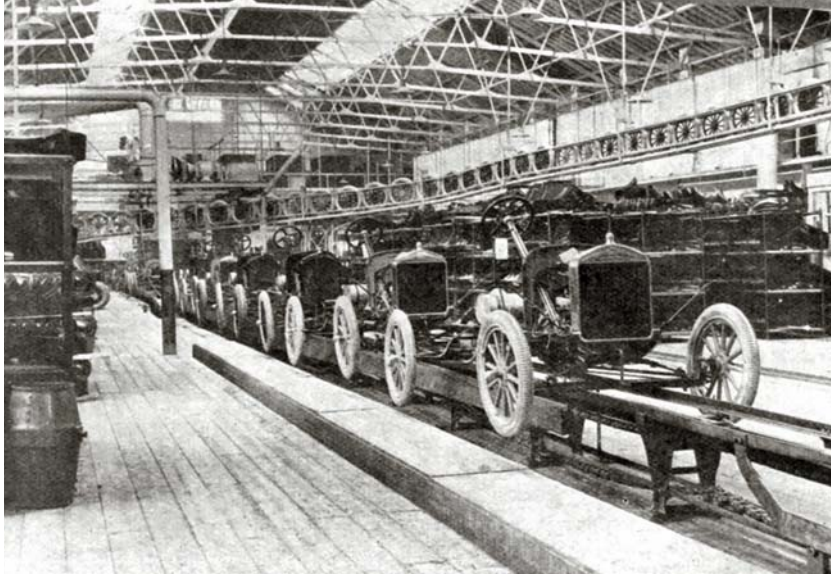
At CTM's Rock n Roll night on Saturday September 24 the Zodiacs will be laying LIVE. Tickets are £5.50 each or a pair for £11... a bargain! Tickets from Anne Dooay on 02476 234270 or book via the CTM Website and go through to the Ace Café pages.



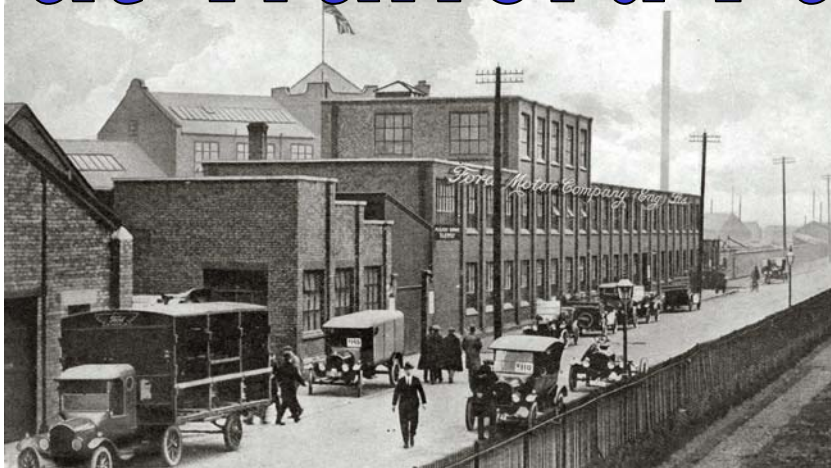
Pictures from top:

○ This white car was driven by Peter Macalister on the Ben Nevis event and belongs to J R Wilkinson. It's believed to be a 1911 'Torpedo'. The open four-seater behind is a tourer dating back to 1921.

○ A completed chassis ready to have the body mounted.



at Trafford Park



Pictures from top:

- The body plant was a showcase for modern industrial methods. All shavings and dust were extracted for use as packing or fuel.
- One revolutionary production technique was the moving assembly line.
- The articulated truck on the left was used to transport bodies, six at a time from the Trafford Park Woodworkers site to the assembly line.

Grateful thanks to the Model T Ford Register of Great Britain for help with this feature article

October 1911 saw the Ford Motor Company open a manufacturing plant at Trafford Park, Manchester with Percival Parry as its managing director. It would be the firm's first factory to be built outside North America. The chosen site was a redundant tram factory after Trafford Park's tram service had been taken over in 1905 with much bickering with Manchester Corporation. The site had access to the Manchester Ship Canal and there were good rail and inland canal links. When Trafford Park first opened, Perry had a team of about 60 employed to assemble (or just unpack) Model Ts. The scale of activity grew rapidly and within three years, they had a moving assembly line. The heart of the plant was known as a 'conveyor' – fed by subsidiary conveyors. This was located in the central and largest of the original row of five sheds. In 1914, the main conveyor was 114 feet long.

Trafford Park followed American precedents with its wage policy. In America, in 1914, Henry Ford had astounded the country by giving workers a flat \$5 per day rate – approaching double the prevailing wage. The equivalent in Manchester was 10d, soon rising to 1s 3d.

Offices were built along the west side of the factory, next to First Avenue in 1912. They form the backdrop to a panorama of employees (pictured on the opposite page). Mechanical parts were supplied from the USA but bodies were built by Scott Brothers. *The English Model T Ford* tells in some detail the story of the Scott's company, Trafford Park Woodworkers, who were initially contracted to make the bodies. Their factory was taken over by Ford in 1913.

The 1914 output of 8300 vehicles was equal to the combined production of the *next five* British

manufacturers. Production peaked in 1920 with 40,753 Model T cars, vans and trucks built by about 4000 workers. The effort to improve efficiency and reduce costs never stopped, and the factory adopted most of the changes developed in the States.

British content was gradually increasing and after engine manufacture was established in 1920 the local content was over 85%.

Offices, workshops and a laboratory were added and the nine acre site was soon over capacity. The British factory adopted revolutionary production techniques as they were proven in the parent American factory—a moving assembly line and simplification of all tasks, the system of grouping machine tools by product rather than function, and conveyors to move parts to the assembly line.

There were great celebrations when the 250,000th British Model T left the factory on April 17th 1925 but the last of 295,032 Manchester-built Model T was built on August 19th 1926.

The Model A replaced it, but in 1931 Ford moved all its operations to a new 470 acre site at Dagenham. When Ford was asked to mass produce Merlin aero-engines in 1939, they returned to Trafford Park and built a huge new factory there. By 1946 its 17,000 workers had built 34,000 engines.

Nothing now remains of Ford's three Trafford Park sites—the Model T assembly plant in the east, the body factory in the north, or the huge Merlin site in the west.



A ride on one of Midland Red's LD8s to Birmingham or Leicester was one of the pleasures of the 1960s. Not surprisingly I was more than delighted to see 4031 pass through Allesley Village on a retro run the other Sunday. I managed to picture it at the Butcher's Lane stop that has been a facility ever since the Birmingham route was inaugurated in the early days.

Midland Red, of course, normally built its own buses but a great need for new stock in the early 1950s led to an order for 100 double-deckers from Leyland Motors. It ran exclusively from Digbeth which, at one time, had 35 LD8s.

Restoration by the 1685 Group at Wythall began work in earnest in 1995 and it has taken many years to get 4031 back on the road. It successfully passed a Class V Test in the August of last year. The bus is a real stunner in its freshly painted livery and not surprisingly 4031 featured on the front cover and inside the January 2011 issue of magazine Bus and Coach Preservation.

Keith Draper

Inaugural Pre-war Prescott Day

with John Taylor

The inaugural Pre-war Prescott Garden Party and Climb Day took place on July 16 with Edwardian, vintage and pre-war cars present. One-make clubs and registers were invited along with a particularly strong MG entry as this year marks the 50th Anniversary of the MG Car Club's Triple-M Register and the 75th Anniversary of the MG TA.

Organised by the Vintage Minor Register and hosted by the



Taken by Paul Saunders copyright Dart.Images

Bugatti Owners' Club, it enabled entrants the opportunity to enjoy the hill without any of the formality and fuss of competition. Passengers could be carried and saloons were equally welcome to join in the fun, said John Taylor, who took his Singer along (pictured on the starting line).

Some 80 cars went up the famous hill including 'George' my 1926 10-26 model. Wet tyres were the order of the day. In fact wet everything was the order of the day! However it did brighten up in the afternoon.

Any pre-war car could enter and could go up the hill. As many times as you liked. No racing red tape and at a relatively low cost—fantastic.

Keith Parkes and myself challenged the hill three times and made the fastest time of the day (FTD) for a vintage Singer.

I had the pleasure of being the passenger in a 3 litre Bentley owned by Hamish Bowie. Hamish is the father of Kirsty who is the proud new owner of a 1933 Singer sports coupes, ANO 667. Her fantastic looking car ran out of fuel on the start line!

However, car and driver took FTD for coupes—eventually.

Driving up the hill and returning down to the paddock is a superb experience and should be enjoyed by all enthusiasts. Apart from a drivers' briefing and signing on, the festival was informal and incredibly friendly.

Living history at Beamish

with Richard Dawe



Beamish Museum's guiding principle is to preserve examples of everyday life at the climax of industrialisation.

I recently visited this Living Museum of the North and came across this full-sized working replica of the original locomotive. It was built at Beamish and first displayed to the public in 2002. Small groups of passengers are carried along the Pockerley Waggonway, a short length of track adjacent to Pockerley Old Hall.

"Steam Elephant" was designed by William Chapman and John Buddle for use at the collieries at Wallsend and Hetton, and was operational until the 1840's. It was a six-wheeler with centre-flue boiler and two vertical cylinders, weighing 7.5 tons and with a top speed of 4.5 mph.

I thought it was named "Steam Elephant" because of its power and strength, but apparently the name was chosen because of the loco's supposed physical resemblance to the eponymous pachyderm.