

# Friends

Next Clubnight: Thursday, November 17

## 60 Days of trials & tribulations in a DB Mk III through 17 countries

A presentation by Roger Carey, Chairman of the Aston Martin Heritage Trust who will share the sights, smells and local customs he encountered en route.

start time 7.30 pm

Non-members £5; Friends free admission



## November 2011

### Chairman's Chat

Last minute postponement of the Scott Lecture caused a bit of a flurry last month – clubnight coming up with nothing planned beyond an empty room, no reserve speakers.

A brief word with the Maudslay and Motorcycle groups and the Museum obtained positive responses all round, resulting in a varied and interesting evening.

Thanks are due to our two presenters and also to Chris van Schaardenburgh, Curator of Vehicles who did a lot of background work for us, including discovering where most of the light switches we needed were located.

Looking back at the last update Friends received on the Maudslay and Omega projects (*Newsletters February and March*) alongside what Friends could see for themselves last month, shows just how much progress has been made during the year.

If you didn't manage to get along last month, do take a look at what's happening next time you are in the Museum. The working groups are normally in on a Friday and are always happy to talk to people. The new Wheels and Waves exhibition is also well worth a visit.

# Spyker, Bowler & Zagato



**An artist's impression** of the showroom and foyer at CPP's new premises. Windows will allow views of research and production.



**The Bowler Nemesis** goes through its paces in the rough terrain it's designed for.

Locally-based coachbuilder Coventry Prototype Panels (CPP) has just put forward proposals to move to the site of former Jaguar manufacturing at Brown's Lane.

This move will enable CPP to consolidate five facilities scattered around the city onto the one location. CPP undertakes the design, research, development and manufacture of ultra low volume high value prestige cars on behalf of world class brands. In recent times it has grown to gobble up both Spyker and Bowler, and has developed significant ties with Zagato.

Spyker is an emerging production company in the super sports automotive sector having been acquired earlier in the year from a Dutch holding company.

Bowler produces world class all terrain 'super cars', while Zagato is a famous Italian design house and consultancy.

While we have come to recognise the shape of the Spyker C8 Aileron the Bowler is less familiar.

The marque is essentially an off-road racing vehicle designed, manufactured and sold by Bowler Off Road. The latest model Nemesis is intended to be used in endurance events like the Dakar Rally and Rallye des Pharoahs.

The Nemesis takes styling elements such as the grille, headlights and rear lights from the Range Rover Sport. Like the Wildcat its predecessor, it has tubular steel spaceframe construction that incorporates a roll cage. Unlike Wildcat, the Nemesis features fully independent suspension

Body panels are made of a composite material called Twin-tex with carbon fibre pieces in areas where higher strength is required. The Nemesis has a 415 litre capacity racing fuel cell to allow the vehicle to run the longest rally stages. Bowler also make a street version called the Bowler EXR Nemesis. It houses either a 5.0 litre supercharged V8 from the Jaguar XJR with up to 600 hp or a 3 litre turbocharged V6 diesel with 291hp. Subject to planning consent, this interesting firm will soon be building vehicles at Brown's Lane.

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The discovery of a supplement in the SMMT Collection, commemorating the Coronation of His Majesty George VI in 1937 was the inspiration for this spread harking back to 1937. These pages reveal how Coventry's Motor Industry not only provided cars for the masses but also Royalty and High Society the world over.

*Keith Draper*

# Answers

Staffordshire member Martin Brown kindly came up with some information on two of the WWII vehicles. Here they are:



An R.A.F. crash tender. It is a 6x4 with a canvas-covered two-man cab. Built on a Ford WOT1 chassis the "Wottie" went into service from 1942. They carried 300 gallons of water and 28 gallons of foam. Later versions had a further 100 gallon tank behind the cab. In 1986 a preserved example was displayed in Catterick. It was restored and had the registration HUC 799.



This one is also of an R.A.F. crash tender. It was designed for the role in 1940 and built on a Crossley 4x4 chassis. A 300 gallon tank and 2 cylinders, either side, mixed Saponin, water and compressed air to produce foam. The pump was at the rear and could produce 1000 g.p.m. The R.A.F. Museum has a restored example in its possession but I believe it has not been on display for some time. The collection reference number is 69/v/373. I seem to recall that one of these crash tenders can be seen driving as a background vehicle in the film "633 Squadron".

The King first became a motorist, or rather a motorcyclist, when he went up to Cambridge in 1919 to study economics and history, with his brother Prince Henry (incidentally to avoid confusion Vauxhall's car was named after Prince Henry of Prussia).

George considered himself an undergraduate first and King's son second and the story goes that when he arrived at Cambridge he delighted in put-putting to and from his lectures on a pretty noisy motorcycle.

Details of his later 'wheels' we know not but ten years later in 1929, George acquired a 16hp Austin saloon supplied by The Car Mart, Park Lane, London. Interestingly he bought a 12hp Austin van from the same firm to carry the not inconsiderable quantity of luggage he needed to convey to various parts of the country.

The following year the same firm supplied no less than two Humber cabriolets de ville on standard chassis. By this time the King had taken a great interest in engineering and in 1932 he played an active in the design of a shooting brake with gun racks behind the chauffeur's seat. It could accommodate twelve in comfort and there was a central table where meals were served.

The years 1932 and 1933 saw two more Humbers purchased from The Car Mart. There was a Pullman landaulette for ceremonial purposes and for the use of the Queen, and a Pullman limousine for himself.

At the time of accession His Majesty was a Lanchester owner, his fleet of cars numbering three—a limousine, a landaulette and special '18' sports saloon designed for his personal use. When he came to the throne His Majesty took over not only the fleet of Daimlers owned by King George V but also a new Daimler supplied to the Duke of Windsor when he was King Edward VIII.

The car had been delivered through the renowned London firm of Stratstones. Its chassis was a standard Daimler 32hp 4½ litre straight-eight with fluid flywheel and a pre-selective epicyclic gearbox.

As the car had been designed for the use of the Duke of Windsor it was hardly surprising that every need for the smoker had been provided for including boxes of matches in the armrests.

George, Duke of York  
Crowned King of England

# 1937

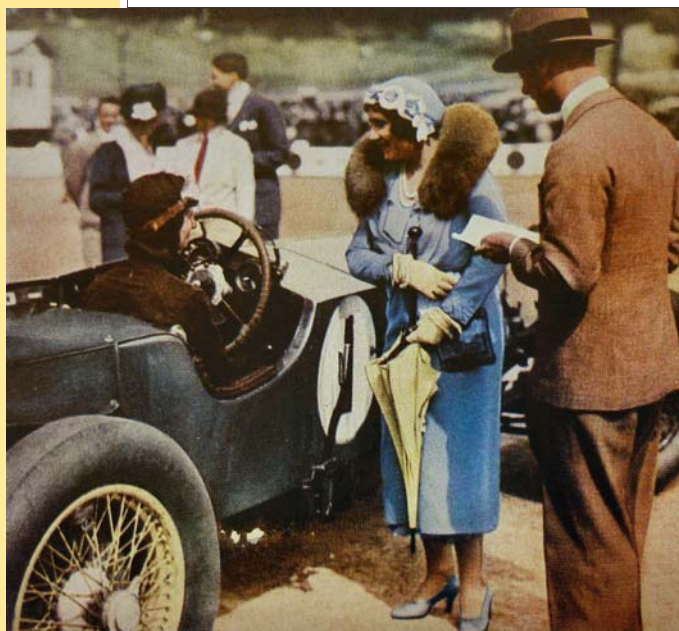
1st Earls Court Motor Show



**Cambridge:** George's first motorcycle



(above) **The King** (when Prince Albert), driving Prince Henry in his own car to the course at Newmarket. But what make is the car?  
(below) **The King** (when Duke of York) and the Queen (then Duchess of York) at Brooklands chatting with Mrs Wisdom who was competing for the Duchess of York Trophy.





**Scotland:** India tyres were made in Renfrewshire from 1922 at an old airship factory



**Sporting:** (above) By 1930 the Humber was the Duke of York's favourite transport.

**Reception:** (below) King George VI about to board his Lanchester to drive to Buckingham Palace for the first audience of his reign.



### Coventry cars round-up

O Flagship of the Alvis company was the magnificent 4.3 litre. Produced alongside it were the 12/70 and Silver Crest.

O The Armstrong Siddeley 14hp Twelve Plus was launched for the man of moderate means. Now a new 20/25hp was announced to maintain the firm's position among the leading luxury carriages.

O Daimler concentrated production at Radford. The 32hp Straight-Eight set a standard befitting Royalty including the new King. The Twenty was uprated to 24hp and called the Twenty-four.

O Hillman's mid-sized model with rounded coachwork was called the 'Minx Magnificent'. The Hawk, 16 and 80 six-cylinder models were popular with the police and War Office.

O Humber produced a 12 hp alongside limousines like the Snipe Imperial.

O Lanchester launched an entirely new six-cylinder model—the Roadrider. It now had an entirely new V-fronted, high shouldered radiator that slightly tapered inwards at the foot.

O Lea-Francis was reformed by Leek and Rose and a move to Much Park Street was made. 12hp and 14hp models.

O Riley's range included the 9hp, the 12/4, 15/6. There was a new 2½ litre four-cylinder engine and the Autovia of course.

O From Rover came the new 16hp six-cylinder saloon with a six-light body and neat luggage boot. The 10hp, 12hp and 14hp shared identical bodies.

O The Standard Flying Nine at £149 was the youngest brother in the 'Flying' range. Also new was the Flying Avon Twenty, a low four-door saloon with an inbuilt boot.

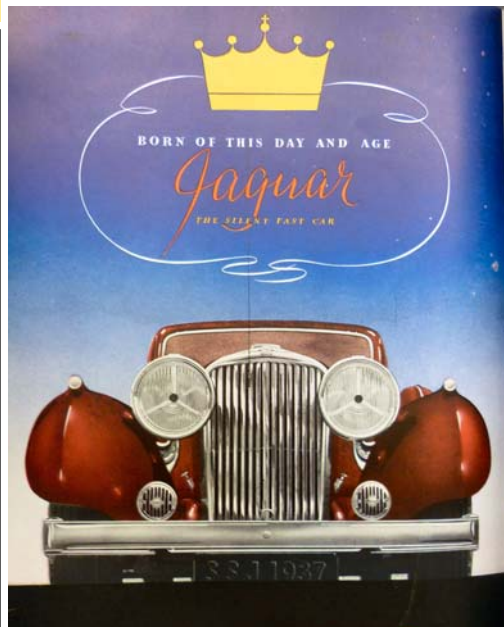
O Triumph's Monte Carlo winner the Dolomite was revived.

The Gloria, Vitesse and Southern Cross models were outstanding competition cars.

Pictures (from the top): Daimler cars were the favoured model for Royalty for 30 years at the time of this advertisement.

Another chauffeur-driven model was the Alvis 4.3 litre from 1937 and pictured in a high society setting.

The end of Jaguar's use of the name SS in 1937 when the 2½ litre model was still using a re-worked Standard engine.





I discovered this superb 1935 Standard 16 at the Llangollen Motor and Motorcycle Museum. This is one of only 500 "Jubilee" models built to commemorate the Silver Jubilee of King George V and Queen Mary. The owners believe it to be the sole surviving example. A lower-slung version of the Standard 16 chassis was the basis for the SS90 designed by William Lyons. The "Duchess", as this car is known, has clearly been repainted but the interior is largely original. It is in regular use (as, in my opinion, all motor museum exhibits should be). The museum is housed in the old Pentrefelin slate-dressing works, dating from the 1830's. It is owned and operated by a charming retired couple, who have introduced a permanent autojumble section featuring a huge selection of keys, spark plugs and gaskets as well as toys, books, spares and general automobilia. Well worth a visit.

*Richard Dawe*

# Work in progress

The October Clubnight should have been the annual Cyril Scott Memorial Lecture, but our guest speaker Quentin Willson found himself unable to join us at the last minute. Instead we were fortunate to have a slide show by Peter Goult detailing the history of our Maudslay chassis and its restoration. Dave Parry then provided members with an account of progress on the Omega motorcycle project.

After refreshment members went to the workshop for a viewing of the projects themselves. But the evening was far from over when Friends were invited to see the *Wheels and Waves* exhibition that had just opened. Here we spent some time checking out the various displays that bring together the vehicles and surfboards used by British surfers in the heady days of the 1950s and 1960s.



**Chassis:** the trial build of the freshly primed frame and brackets.

**Bike:** Updating members on the Omega motorcycle project.

## Wheels & Waves

We asked ex-Formula 1 World Motor Racing Champion and dedicated surfer Damon Hill, how he saw the link between surfing and the car. This was his reply:  
 "Where the road ends, the sea begins.  
 "As every student of geography knows, there is no point in the British Isles more than 70 miles from the coast. But that's a long way to walk with a surfboard!  
 "The contradictions of surfing is that the purest and most minimal of nature sports needs a car or van as an essential bit of kit. We have some of the best surf in the world on the UK coastline. But most of us live in towns.  
 "The appeal of surfing cannot be explained in words. You have to do it. And now there are probably millions of surfers where once there were only a crazy pioneering few."

