

Friends

Visitor from the US



Classic Show

Preparations are already underway for the NEC Classic Car Show, a three-day event that opens on Friday, November 11. This year the stand will present a wider view of the Museum with the 1909 Rover forming a centre piece. Museum staff and Friends will combine resources to talk to visitors and promote CTM.

Surf's Up!

The autumn/winter exhibition *Wheels and Waves* in the Ariel Gallery starts on Thursday, October 20. It brings together an eclectic range of vehicles for display on specially constructed 'seaside' sets. You will enter the exhibition through a surf shack and be met with sand dunes, surf boards and of course the stars of the show, a tremendous range of surf vehicles including a 1968 Split-Screen Dodge Camper, a range of VW Campers and Beetles and some iconic 'woodie' cars. The display of vehicles will be complemented by an array of surf art, photographs and memorabilia from British surfers past and present, to really bring this intriguing world to life. Winter outside but at Coventry Transport Museum the sun will be shining all year long, so pull up a deckchair, grab your sunglasses and come in out of the cold to enjoy *Wheels & Waves – Surf's Up!* Runs until March 18, 2012

We were extremely lucky in securing John Favill - pioneering motorcycle engineer formerly of Norton, Villiers and Harley-Davidson, who, on a whirlwind visit from his home in Wisconsin - USA, gave an evening presentation about his amazing career in motorcycle engineering development.

His audience was enthralled with an account of his engineering times at both Norton and Harley-Davidson, and the Q&A session went on for over an hour.

The next guest speaker evening is the intrepid motorcycle traveller - Austin Vince on Monday November 14. Tickets at £5-50 available through booking agent Scene Central on the CTM website.

Memorial Lecture



This month's club night is the annual Scott Memorial Lecture, where Quentin Willson will be the guest speaker. Quentin is well known as a TV presenter of many motoring programmes, and is also an advisor to the Government on motoring and transport issues. His talk is entitled "Driving the World - The UK Motor Industry leads the World". Tickets, at the discounted price of £8.00 by phoning Anne Dooy on 024 7623 4270 or email: anne.dooay@transport-museum.co.uk All proceeds to the Teenage Cancer Trust. **Thursday October 20 Start time 19:30 at the Museum.**

October 2011

Throughout October more than 20 automotive companies across the UK are offering a range of hands-on activities to graduates and school children. The scheme will hopefully encourage the next generation of budding engineers and is designed to highlight the career opportunities within one of the country's most diverse industries.

Speaking at the launch of the government's *See Inside Manufacturing* programme at Vauxhall's Luton plant, the Secretary of State for Business Dr Vince Cable said:

"For too many young people the word manufacturing is a turn off.

"We are determined to shake up old fashioned views of manufacturing and through [this] campaign and the overwhelming support from the automotive industry, we will give young people the chance to see the exciting face of modern manufacturing, which is highly skilled, high tech and highly paid."

Among automotive companies taking part this month are Aston Martin, Bentley, Ford, GKN Driveline, Jaguar Land Rover, Leyland Trucks, Millbrook and Nissan.

A worrying poll recently found that only one in 10 children aged 11 to 14 thought that engineering was an important job and even ranked being a politician as a better choice of career! This initiative will surely start to turn the tide. And not before time.

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Heavy Haulage

A spectacular moment as one of Pickford's heavy loads negotiates the street furniture at the roundabout junction of Birmingham Road, Allesley and the Coventry By-Pass. The tractor is a Scammell 6x6 of course.



This was a fairly typical scene in the 1950s and 1960s when huge structures were hauled along the major thoroughfares of Britain. Often the loaded trailer comprised 4 separate solid-tyred wheels in line with an 8-wheel

steerable carrier bogie controlled by a rear steersman. There would be a telephone connection with the driver to give notice of putting the brakes on. Fortunately the speed when laden was no more than 3 mph.



I came across a series of vehicle photographs in my personal collection from the Second World War, most of which left me scratching my head. Here is a selection of six that members might well be able to identify. Pictured left from top: a six-wheeled tanker built for the RAF; an RAF six-wheeler and ambulance parked at



Mysteries of WW2



Arthur Holden and Sons, varnish, paint and lacquer manufacturers of Bordersley Green Road, Birmingham. After the WW1 the firm were pioneers in coatings for the tin canning industry. But is there any relevant connection? Pictured right are three vehicles probably for the RAF. The only one immediately recognisable is the van with bodywork mounted onto a Flying Standard chassis. There must be members with expert knowledge of military vehicles in the last war. Please contact me with any details for the next newsletter!



Please contact me on dandelion@ntlworld.com or write to 22 Lion Fields Avenue, Coventry CV5 9GN.

Keith Draper



91 years ago

The ground breaking new bus for London that takes to the streets of the capital next month has lineage that goes back to the years after the First World War.

The London bus, for reasons dating back to the very earliest days of the motor vehicle, had always seated 34 passengers—18 inside, 16 on top. During the war years five additional passengers had been allowed to be carried standing inside.

In peacetime, increases in wages and costs of materials, fuels and maintenance resulted in buses running at a loss. The result was a deterioration in services. The home going rush was one thing but later in the evening when the theatre going public poured onto the streets buses were few and far between and were invariably packed. In those days it was Scotland Yard's remit to lay down the stringent rules and regulations and that had clearly frustrated the production of a bus that would satisfy prevailing needs.

When the London General Omnibus Company came up with an enterprising new design, the K type, authorities were quick to recognise its advantages.

Operating costs had been pruned through bringing the weight of the completed vehicle within the unladen weight of 3½ tones laid down

by Scotland Yard. About one hundredweight was saved over the old B type.

This satisfactory result encouraged engineering staff to bring out an even larger bus. The S type had seats for 56 passengers, 28 inside, 28 on top.

The new bus made its trial trips in mid November 1920 and proved extremely handy in traffic.

According to the magazine *Commercial Motor* "The increase of road accommodation per bus was not worth talking about".

So how was it all achieved? In designing the K type an additional 13 cwt was allowed for the increase in passenger accommodation. Ten hundredweight was placed onto the front axle, 3cwt on the rear. This was made possible by moving the driver forward alongside the engine and bringing the seating forward. The S type saw five passengers sitting with their backs to the bulkhead with the rearmost seats arranged longitudinally. The rest of the seats upstairs and in the saloon all faced forwards.

Sounds familiar? Of course it was LGOC's revolutionary design all those years ago that set a trend in double-deckers. The layout lasted until the last of the rear loaders.



Pictures: top left: a K type in preservation; Top right: an S type; left: a cartoon from 1921 playing on the Heinz 57 varieties



A computerised image of the new London bus to be built by Wrightbus of Northern Ireland. The bus will use the latest green technology and be 15 % more fuel efficient than existing hybrid buses, 40 per cent more efficient than conventional diesel double deckers.

Witty conductor on the first S-type bus to go on service: "Pickles or People—57 is the right number." c5



Opening: at 10am the Lord Mayor officially opened the free show, and the crowds seemed to flock to the area to enjoy the wide variety of cars, vans, and motorcycles on display



Pavement: A good selection of mostly modern motorcycles were on display. Elsewhere BSAs' & Triumph's were dotted around, and even a Clyno appeared. Behind the bikes is a line-up of camper vans

Hatters' town display



Market Square: Dave Stansfield with his Lanchester alongside Brian Jackson's Fairthorpe



Hinds: A GT6, TR4, & TR5 were just three of the many Triumph's to be found on display.

The event was the Atherstone Heritage Motorshow, held in the town's Market Square. Turnout was rather disappointing after the 16 or so vehicles that came to the Clubnight. Two members' vehicles made it, others perhaps put off by unfavourable weather forecasts. It remained fine and quite sunny all day, although we were caught on the edge of a heavy shower on the way back to Coventry.

This was the show's 9th year, with Dave Stansfield taking his 1953 Lanchester 14 Leda. He's previously taken his Model T Ford.

I took along my 1961 Fairthorpe Electron Minor that has just returned to the road this year for the first time since 1972. During the day we were pleased to see Friends member Barry Heath who was visiting the show and dropped by to say hello.

Other entertainment included a hog roast, raffles, stalls, music, and a 'how many people can you get in a Mini' competition. Several pubs in the area seemed to be doing good trade with food and drink.

Overall an excellent little show with a good selection of UK, European, and American classics in attendance. Let's hope we can tempt a few more Friends to bring out their vehicles next year.

Brian Jackson



Member John Taylor extends an invitation to a presentation: **Tall Ships Adventure** on Tuesday, October 18, at 7.30pm. in the Conference Room at Hill Close Gardens, Warwick. As John says: it's the ultimate sail training experience for ages 12 to 80!

I recently reported on a 1921 Kenilworth owned by Jane Jarvis. I thought Friends might be interested to learn that Jane and "Kenny" completed the recent Banbury Run short course, covering the 35 miles in less than three hours. This is a considerable achievement for a 90 year old machine. Jane's husband David says he thinks this is the farthest the Kenilworth has travelled in the last 50 years.

I recently had the chance to ride this machine myself, an interesting contrast with the last bike I rode which was a 1450cc Harley-Davidson. After tickling the carburettor a few times you run alongside the bike for 3 or 4 paces, release the decompressor and the engine pops into life. You jump aboard and wobble off down the road. There is no springing on the front forks and no steering damper, but after just a few yards you get the hang of travelling in a straight line. The throttle is of the lawnmower type and you are soon running at an impressive 15mph. The engine pulls very willingly if noisily and the neighbours look on with fascination. The front bicycle-type brake seems purely decorative, but the rear footbrake works reasonably well if you plan well ahead. Traffic lights are tricky as there is no clutch. You can do a fairly tight U-turn using the decompressor as a type of clutch, although stalling is very easy. If you come to a hill you have to dismount and walk alongside. The sprung saddle is extremely comfortable and because of the low centre of gravity the machine is quite stable.

David and Jane are looking out for an earlier Kenilworth model which has no seat, so riding standing up must be a really novel experience. It would be great to see the two machines being ridden side by side. I will let you know if their search is successful.

Richard Dawe

