

# Friends

## Spyker at Seven Stars

December 2009

The handcrafted Aileron features aircraft-inspired styling with turbine-styled air scoops



The news that Dutch supercar firm Spyker is quitting Holland to bring its manufacturing to Coventry broke on November 21. With the steady decline in car making here, the move is an amazing reversal of fortunes for the city's industry. The assembly lines will move to its parts supplier Coventry Prototype Panels (CPP) Ltd on the Seven Stars Industrial Estate.

Bosses at Spyker said relocating to the UK will reduce its production costs by "millions of euros". Some Dutch workers will relocate to Coventry and the move will create a number of local jobs.

As Spyker celebrates its tenth birthday the firm's founder and CEO Victor R Muller explained how he and his company's original designer Maarten de Bruijn realised that to challenge the existing supercar hierarchy head-on was futile. He is quoted as saying: "People who want to buy a Ferrari—guess what? They're going to buy a Ferrari.

"So Spyker took a different course—the supercar as automotive jewellery, every element of its design, down to the smallest switch and the markings on the instruments, ornate and decorative, in an unashamed bid to appeal to the collector's market."

\*Of course the Spyker name will be familiar to readers. These cars were in the forefront of the fledgling industry and one even appeared in the film *Genevieve*. See page three for the fascinating story of the original company.

### Chairman's Chat

Please note the date of our next Clubnight, which features the traditional Wilcox Family Quiz, is THURSDAY DECEMBER 10. Your committee thought that our usual third Thursday would be too close to Christmas. I have never experienced a Wilcox quiz as I am usually away, but this year we are going a week later so I am really looking forward to seeing such a formidable display of brain-power. Hopefully you will all remember that at our AGM in March we agreed to increase our annual subscription to £12 in 2010, to take account of rising costs. Considering the superb quality of our newsletter and the wide variety of subjects covered at our Clubnights, this has to be excellent value for money. May I remind you that subs are due in January, so please help our treasurer by paying promptly. On behalf of the committee I hope you all have a thoroughly enjoyable Christmas.



### PUZZLER

The tandem was known as the Eiffel and is preserved at the National Cycle Museum in Llandrindod Wells.

## Victorian

With Christmas shopping in full swing members are urged to spend an hour in the museum shop where traditional Victorian Christmas festivities are in full swing. Over weekends in December—the 5th & 6th, 12th & 13th and 19th & 20th there will be an opportunity to learn about decorations, cards, presents and even Christmas food from the Victorian era.

Take the kids along to see Father Christmas in his Grotto on the 5th & 6th and 12th & 13th December when letters to Santa can be posted.

Providing additional atmosphere throughout the weekend of the 12th & 13th will be choirs singing your favourite carols. The marvellous steam organ also returns.

## Extended

The Doctor Who exhibition has been such a whopping success its run has been extended into the new year. But that's not all. The exhibition has been updated with props, costumes and monsters from the latest special, *The Waters of Mars*.

Also on display in the museum shop is Bessie, the third doctor's yellow roadster car.

## Gift ideas

Stuck for Christmas gifts? Maplin is carving out a niche for itself with solar items such as a car-battery trickle charger—half-price at £9.99. A heated massaging seat is also down 50% at £19.99 as is the 80w laptop car adaptor with USB charging socket at £9.99.

Autoglym's car-care products look expensive but aren't. Gift packs from most motor accessory stores start at £12.

### NEXT MEETING

**Wilcox family Quiz Night**  
Thursday, December 10 at 7.30pm

# The Classic Car Show

Richard Dawe writes: "Here are some of the rarer vehicles which caught my eye at this year's NEC Classic Car Show. Friends were present displaying the restored Rudge Sports/ Watsonian Schneider Sports sidecar outfit and the un-restored 1925 Omega Model 1."



**Classics:** (left) a 1959 Ford Edsel two door Rambler; (below left) One of three (or possibly four) Citroen 2CVA prototypes built in 1939. These were water-cooled but of course the production vehicles which appeared in 1948 were air-cooled: (below) the 1954 Humber Super Snipe Australian Royal Tour car, the actual vehicle used by the Queen. Its Australian registration was ER 1953



## Friends Out & About

Thanks to the efforts of committee member Terry Baimbridge the van has now been lettered and looks very smart. It is now in winter storage but is ready for use by Friends at next year's outside events.



## Trebus essin ero at Aston Manor

.....which translated from the Latin means "three buses in a row."

A rare picture of three Coventry Daimlers from the 1960s, the privately owned 239, the museum's 333 and the newly-restored 334 at Aston Manor Transport Museum.

Friends were present at the Metro-Camell-Weymann event.

### Contacts

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Until the advent of DAF Holland was hardly noted as a motor manufacturing company. But there is one exception, Spijkers that built a handful of cars and then vanished quietly from the scene. Jacobus and Hendrik-Jan Spijker were building carriages at Hilversum as early as 1880, then began importing Benz cars 15 years later. In 1898 the brothers built their own Benz-engined car that won immediate acclaim for its coachwork. In the same year Spijker constructed the famous golden state coach to commemorate the forthcoming coronation of the Dutch queen, Wilhelmina. It is still in use today.

From that moment on the brothers committed their company fully to the production of motorcars and the business name was changed to Spyker for easier recognition in foreign markets. By 1903 Spyker had introduced the extremely advanced 60/80 HP. It was the first car with a six-cylinder engine as well as permanent four-wheel drive and four-wheel brakes. In the same period Spyker introduced its patented, dust shield, a chassis fitted with a streamlined under tray that prevented the car from making dust on unpaved roads. Spyker's image was further enhanced when in 1907 a privately entered standard model Spyker 14/18HP Tourer successfully competed in the famous gruelling Peking to Paris race, taking second place. It was innovations such

# Queen Wilhelmina's favourite

as these that characterised Spyker cars and they quickly became famous for their quality and the ruggedness of their engineering.

The Spyker models with their characteristic circular radiators were especially successful in the Dutch East Indies and in Britain, where they became known as "the Rolls Royce of the continent."

In the period preceding World War I, a worldwide slump in the luxury car market meant that Spyker had to diversify its production and merged with the Dutch Aircraft Factory N.V. During the war, Spyker built around 100 fighter aircraft and 200 aircraft engines, both of its own design.

In 1915 the company introduced the slogan still being used today: *Nulla tenaci invia est via*, "For the tenacious no road is impassable". Along with the slogan came a new logo, featuring a spoke wheel with a horizontal propeller across. After the war Spyker resumed car production, and true to its motto, continued building record-breakers.



**Advanced:** the 60/80 HP was the first car with a six-cylinder engine as well as permanent four-wheel drive and four-wheel brakes. It is now in the Dutch National Motor Museum



**FWD:** One of the four-cylinder touring cars dating from 1904. One of them competed in the Bexhill Speed Trials



Most famous of these is the Spyker C4 a powerful, and luxurious car;. It had a special engine, built by German engineer Wilhelm Maybach. The C4 had a double ignition system with Bosch high-tension magneto and battery-coil ignition and two spark plugs per cylinder. In 1921 a standard C4 set a new endurance record, driving continuously for 36 days and covering a distance of 30,000 kilometres. A year later, the famous British driver Selwyn Edge broke the Brooklands Double-Twelve speed record, clocking an average of 119 km/h. In 1925, the Spyker Company ceased trading, but its name has never been forgotten. Spyker became an icon, a brand name that stands for technologically advanced, exotic and dependable cars. That heritage has been passed over to the new Spyker.



**The new company:** above left is the Silverstone Le Mans series 1000K; immediately above is the C12 La Turbie



BLOODHOUND SSC, the supersonic car designed to run at speeds up to 1050mph, is currently entering the build phase of the programme. The inspiration of Richard Noble and his team of engineers, Bloodhound's first attempt is scheduled for 2011 with an initial target of 800mph. The car will then be reviewed and modified before aiming for 1000mph in 2012. The primary objective of the project is to inspire the next generation to pursue careers in science, engineering, technology and maths - by demonstrating

how they can be harnessed to achieve the seemingly impossible— like the Bloodhound 1000mph land speed record . On the car's website Noble appeals to the public for support and involvement. To this end a BLOODHOUND 1K Club has been launched. "As an adult Mach 1 Club member I shared all the excitement with my young son," writes Club Leader Ian Glover. "It gave us a reason to talk, a shared interest and brought us closer together. He also wrote school projects about ThrustSSC and I became extremely knowledgeable about all the different aspects of building a Land Speed Record-breaking car."



Richard Noble

In a forthcoming introductory newsletter members will start to understand the huge obstacles that must be overcome from aerodynamics, jet power and wheel design to instrumentation, not to mention the difficulties in finding somewhere in the world to run such a fantastic car. Further details on [www.bloodhoundssc.com](http://www.bloodhoundssc.com)

## Hillclimber, sprinter extraordinaire

Eddie Walder recalls the life of Roy Lane

I am sorry to report the death of Roy Lane of Green Lane, Warwick on October 14, who was a legend of motor sport. Friends will have noticed the BRM four wheel drive racing car that sits in the upstairs gallery and was used by Roy in hill climbs of the late 1960's. Roy was one of Britain's most successful racing drivers and a member of the highly select British Racing Driver Club. He specialised in the discipline of speed hillclimb and sprinting in which he was RAC/MSA Hill Climb Champion on four occasions in 1975, 1976, 1992 and 1996. Roy was also the RAC/MSA Sprint Champion once in 1984. He won 90 individual rounds of the Hill Climb Championship, more than anyone else in history. His victories included a small number since the



championship changed to two rounds per event at the start of the 1999 season. At Le Val des Terres in July 2009 Martin Groves matched Roy's record, however, ALL of Martin's victories were achieved since 1999, whilst the majority of Roy's were achieved in the days when only one round took place per event. He won 30 RAC/MSA Sprint Championship rounds in his career, second only to Roger Kilty who won 32.

Born in 1935, Roy was apprenticed to the well-known local construction equipment manufacturer Benford Engineering of Warwick and during his National Service served for two years in the Royal Horse Guards and the Inns of Court Regiment. He was a well-known cyclist into his mid-twenties winning a number of Midland Time Trial Championships. In 1957 while being considered for the British Olympic team he crashed and broke his collarbone. Through cycling he met Betty and they were married

in 1957.

In the early 60's his enthusiasm for cycling waned and he took up motor sport, running an ex-Ecurie Ecosse Austin Healey Sprite. He bought the car in a badly damaged state from the Donald Healey Motor Co. which was just over the wall from Benfords, and rebuilt it himself. Later he raced a Lotus 11 with success on the circuits and then moved to speed events in the late 60's. He won his first RAC/MSA Hill Climb Championship round in 1969 at Doune in Scotland and finished third in that year. After he won his last championship in 1996 he continued to compete at the highest level and even bought himself a new car as late as 2003. His last competitive outing was at the world famous Shelsley Walsh venue in July 2007. By then a debilitating back complaint had overcome him although he still travelled to many events with his family, and was mentor and advisor to up and coming competitors including current MSA champion Scott Moran and three times champion Martin Groves. Roy embodied the whole ethos of hill climbing and sprinting as he often resolved problems for his championship rivals. Roy was also a well known driver in historic rallies and in sporting trials where he enjoyed success. Well known hill climber and retired Coventry motor trader and car body repair shop proprietor Gordon Marston said: "I am devastated by this news. Roy was just what hill climbing is all about. He will be sadly missed. He was always a friendly face and interested in everyone else's problems even when he had big problems of his own."

In the early 1970's Roy founded the successful Warwick based Tech-Craft motor sport parts and racing car preparation business, which is today run by members of his family led by son Antony. One of Roy's proteges was our own Mick Ives who Roy encouraged at the start of his long career. Mick spoke with passion and great sadness at Roy's memorial service in St Mary's Church in Warwick on November 10. Tributes were also given by Roy's brother in law Ken Ayres, who was Sheriff of the City of London in 1995/6 and himself a former British Sprint Champion and is a Governor of the Museum of London; the five-times hill climb champion David Grace; and motor racing writer and competitor Marcus Pye. He is survived by his wife Betty, son Antony and daughter Julie and their families

Picture by Marcus Pye/MAWP+SPORT.