

Friends

Silverstone

July 2011

Chairman's Chat

With the cancellation of the Festival of Motoring this year it's good to report a prestigious replacement event that takes place later this month. Following our attendance at the NEC Classic Car Show last November came an invitation to exhibit at this year's Silverstone Classic Weekend—July 22-24. And

this has now become CTM's major outdoor project of the year. So what does it mean? At the time a space for three commercial vehicles was envisaged but this has since moved up a gear into a major stand covering all wheeled aspects of the collection.

The provisional line-up is: the AEC Mercury Tanker; Double-decker 333; the Karrier Minicoach; the Austin Gipsy fire engine; the Alvis Speed 25; the Lea Francis Hyper (VC 404); and a small collection of motor and pedal cycles.

In the meantime we are pleased to report successful



attendance at Baginton Fly-in Day in June (pictured top) and Bilton School and Community College Fete in July (pictured below).

We look forward to supporting museum staff at the Silverstone event.

In 1911, a Manchester car salesman took a Model T Ford to the top of Ben Nevis, came back down and drove home.

100 years later, this month's speaker did the same. Apart from such adventures, Neil Tuckett provides a comprehensive service to Model T owners with a huge barn full of spares and is recognised as one of the country's leading experts. A number of vehicles, including a rare Speedster, will be on display in the yard.

Next month's clubnight will take place at the Museum stores on the original Motor Mills site opposite the shops on Sandy Lane. The new stores offer far more space than previously so you will be able to get up close to all the vehicles and other interesting bits and pieces that are not on display in the Museum.

In addition to the Museum collection, Friends are invited to bring their own classics, whether immaculate examples, works in progress or just interesting. During the evening, food will be available from the chip shop opposite the gate. I'd be grateful if you could let me know if you are bringing any vehicles and, if so, what. Before that, however, I look forward to seeing you at this month's clubnight

The next clubnight



Neil Tuckett,
Registrar of Vehicles, Model T
Ford Register GB

is the July speaker

He scrambled to the top of Ben Nevis in May of this year—in his T (pictured left) Dave Stansfield has invited some pals to bring their Ts down for the evening with some four to six on display in the yard.

The date:

Thursday, July 21 at 7.30 pm

Calling all Bikers

Ace Cafe sent to Coventry!

Classic Ride In & Ton Up Day

Sunday August 7, from 10.30 am at Coventry Transport Museum
 Trophies to be won – Best Cafe Racer, Oldest Machine and Furthest Travelled Bike

Special Guests is Mick Duckworth, author of 'Ace Times' and David Davies from the VMCC.

Book your parking space on Millennium Place

– Tel: 024 7623 4270

From Richard Dawe in Wales



I stumbled upon this 1932 Standard Avon Special in the small village of Llanymynech near Oswestry. Owned by Charles Brotherton for the last five years, the early history of TV8804 is not known. Built on a Standard Big 9 chassis, the body was designed by the Jensen brothers for Avon, specialist coachbuilders of Warwick. Charles tells me that Avon also built bodies for Lea-Francis in the 1920's. The pointed tail, side mounted spare wheel and cycle-type mudguards give the car a very sporting appearance. At some point the car was fitted with a 1.5 litre Jaguar engine and converted to hydraulic brakes. While this may not suit the purists, it does give the vehicle a very lively performance and it copes well with modern traffic conditions. Charles uses the car regularly and frequently, alternating it with his Wolseley Hornet Special. You may just be able to make out the Welsh flag mounted above the spare wheel.

New workshop team



We have a new workshop team at Coventry Transport Museum. Chris Strawbridge (pictured left) started working for the museum six months ago and he was joined by Andrew Thomas in late June.

Chris worked for over twenty years as an industrial model maker and as a hobby has restored several cars, some to award winning condition. Chris is also a big Vauxhall fan and drives his 1970 Vauxhall Ventura to work every day. He also owns several other vehicles and is currently restoring a Mk1 Ford Fiesta.

Andrew started his career in the Army and subsequently joined English Heritage where he worked for eight and a half years as a fire-arms officer and museum technician. Andrew has a passion for military vehicles and restored and owned several of them over the years. He is also the proud owner of a cannon.



Sweets: (top) Bill alongside the Model-T delivery van at Glenn and Company. (Above): The popular Morris LC model was originally brought out in 1943 as a medium-size bulk carrier. This is an LC5 model from the later 1950s in the ownership of Courtaulds



Line-up: Three Maudslay commercials that joined the Courtauld's fleet in 1933. They are believed to be the Six-four model that was brought out around 1930. KV 9807 appears to be equipped for carrying sections of machinery for the company's spinning process. The other two vehicles have been fitted with pantechicon bodywork.



Redevelopment: Bill pictured in Broadgate with a Morris two-ton lorry in the ownership of W.H.Jones, builders. These were built at the firm's newly acquired plant in Foundry Lane, Soho, Birmingham. Morris had purchased the firm of E.G. Wrigley and Company after it went into receivership in 1923

Alfred (Bill) Miles was a driver by profession for all his working life. A Foleshill man born in 1904, he came to be Bob Smith's father-in-law. Remarkably an interesting series of photographs survive in the Smith family archive and pictures relating to Bill's career have been made available for our newsletter.

Among the many small time businesses of Bond Street was the steam confectionary works of Glenn and Company, maker of tasty sweets. It was here that Alfred worked as a driver from 1923. A photograph survives showing him with the firm's Model-T delivery van. Two years later Bill had joined Holbrook Lane building contractors W.H.Jones. A very historic picture shows him alongside the Morris two-ton pick-up he drove when clearance was taking place in High Street to build the National Provincial Bank, now of course Natwest.

By the late 1920s he had moved to Courtaulds, and stayed with the firm until retirement in 1965. During those years he helped transport chemically produced yarn from Coventry's Foleshill factory to Carrickfergus in Northern Ireland where a number of coning machines had been installed.

It was an historic moment when a Courtaulds lorry, fully loaded with rayon, was ferried across the Irish Sea for the first time. The lorry, a Coventry-built Maudslay, was taken aboard the ship Empire Cedric and remarkably the pictures of Bill Miles in the cab with the firm's Assistant Transport Manager survive in the family collection.

The Courtaulds factory in Northern Ireland occupied a site of some 275 acres overlooking Belfast Lough. It was being developed to operate a new spinning process as well as its own chemical manufacturing plant. The final product, textile yarn was transported to Yorkshire and Lancashire where it was made into linings for garments.

Judging by other pictures from between the wars Courtaulds appeared to have favoured vehicles manufactured at Maudslay's Parkside works.



Across to Ireland: The first time a Courtaulds lorry, fully loaded with rayon, is pictured boarding the Empire Cedric. It sailed from Preston to Larne where the manager of the Carickfergus works welcomed Bill

Over the past couple of years or so Brenda and I have made a number of visits to Barbados where our younger son and young family are now living (not exactly a hardship posting!). During our recent visit I came across the Mallalieu Motor Collection which is open to the public. It is a private collection of over 20 pretty amazing cars in running order and memorabilia owned by Bill Mallalieu. He is often at the collection in the morning and very pleased to chat to visitors about all his cars, which he has had restored. Fortunately Bill was there when I visited and was quite happy for me to take photographs. The Mallalieu Motor Collection is located at Pavilion Court in Hastings on the south coast road about three miles from the centre of Bridgetown. Admission is US\$10.

Barbadian collection

By Roger Jackson



Pictures (from top clockwise): A Daimler Roadster on a Conquest chassis dating from 1953; an Allard P1 saloon from 1949 with a Ford V8 side valve engine; the 1947 Bentley Mk VI drophead was sold by Prince Bernard to Herman Reichman in 1948 who drove it in the Monte Carlo finishing 45th; the Lanchester Leda dates from 1951 and is believed to be one of just six that survive

Buckboard

The first motor car in Barbados was an Orient Buckboard built by the Waltham Manufacturing Company, Massachusetts. It sold for \$375 in 1903. It was imported by a dentist in 1903. The car arrived from New York on July 12, 1903 aboard the SS Korona.



It was assembled at Richmond Gap, St Michael and was first driven on the road on July 14. The Orient is powered by a single-cylinder air cooled engine.

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