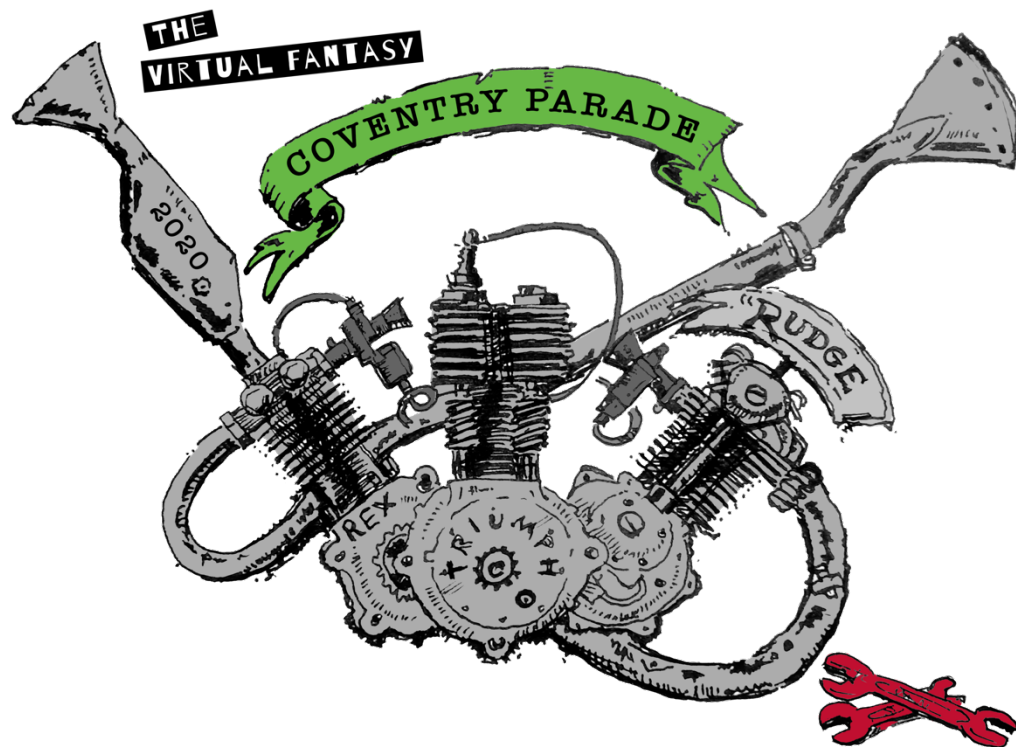


The VMCC Warwickshire Section Proudly Presents



Official Programme

Categories

[A] Favourite machine that you would have entered had you attended.

[B] Ongoing project machine that's currently being built or renovated in your workshop, that you wish you could use.

[C] A machine that you wish you already owned, have always admired and dream of using in VMCC events such as the Coventry Parade.

1. 1897/8 Beeston tricycle | ROBERT THOMAS [B]

Best Veteran: I would (will when it is done) enter my 1897/8 Beeston tricycle, made only a few miles away from the home of the Coventry Parade at Harry Lawson's Motor Mills (Richard Woodcock can confirm) this machine is (will be) the only Beeston running on hot tube ignition (pre sparking plug!!!) 1 ¼ HP top speed 12 miles an hour the only way to travel.... (could enter my 1904 Rover, but again not finished and not wanting to seek favour with the judging panel)

2. 1904 Bradbury 2 3/4hp | MIKE WILLS [A]

1904 Bradbury 2 3/4hp made in Oldham, crankcase brazed into frame.

3. 1910 500cc Field | BRENDA HALLARD [B]

This is a single speed machine currently undergoing a complete restoration. Just waiting for the mag. A very pretty bike. Alas I shall never ride it now so pleased to enter it for this event.

4. 1913 ZENITH GRADUA 6HP | GEOFF BOOTH [C]

Veteran Class – 1913 Zenith Gradua 6hp with special factory “TT” modifications and certificate of guarantee of power and performance figures, signed by the managing director.

5. 1913 Motosacoche, 3hp/290cc side valve engine | REG EYRE [A]



I bought this machine last year from a friend in the Cotswold Section who had just retired and moved to Eire. He wanted me to continue to ride it in and around the Cotswolds and not restore it. The machine was in a sad state with broken, not working and bent bits and I decided to apply conservation repairs to make it safe to ride for me. Broken stays were re-welded, handlebars and rear stand were straightened, non-working control cables were replaced after trying to keep cable outers and only replace cable inners, but this was impractical. The magneto was rewound

and muck was removed from the fuel system and carburettor. "Lock down" has been spent in trying to get the bike to start and run well. It took several attempts before I was made aware of a simple fault that I was guilty of, 'the screw down tickler is also the vital piece that holds the carburettor float chamber together.' I am now able to start the machine on its stand - direct drive, no clutch or gears - and take it for a test drive. I have entered it for the Virtual Coventry Parade because I think it needs a longer run to prove itself.

6. 1915 Campion | ROBERT THOMAS [B]

Best Vintage: A difficult one, I am torn between my ever faithful 1926 Raleigh 350cc side valve, or a new mount that I am working on a 1915 Campion, this is a mighty 4 HP, 532cc side valve JAP powered machine with the refinement of a 3 speed hand change gearbox and clutch, it is (or will be when again I have finished restoring it) a fine fast touring machine of the day with an excellent riding position due to the dropped bars, the lanes will just fly past and I even stand a chance of making the lunch stop... so Best Vintage – 1915 Campion.

7. 1920s HRD | PAT JEAL [C]

An ohv 500 JAP engine HRD. Age for age, the most impressive bike I've ever ridden.

8. 1920's Morgan ohv JAP Super Aero | PAT JEAL [C]

1920's Morgan ohv JAP Super Aero.

9. 1923 Triumph Ricardo with sidecar | JACQUELINE THOMAS [C]



A 1923 Triumph Ricardo with sidecar. In fact the very same combination as ridden by 'Eglantine Price' in the film 'Bedknobs and Broomsticks'.

10. 1924 Levis 2.5 hp 211cc | EDDIE WORKMAN [A]

Levis is 2.5 hp, 211cc running a 3 speed Burman gearbox brakes are white knuckle front forks are Webb's. I purchased the bike late 70's and restored the bike early 80's. Ran in the first Brum to NEC motor cycle show in 1982 had lots of belt slip so took it off the road until 2017. Bike is pretty authentic apart from primary chain case which I had to make.

11. 1926 Rex-Acme | RICHARD WOODCOCK [A]

12. 1926 Sunbeam Longstroke | ALAN JONES [A]

13. 1927 Coventry Eagle Flying 8 980cc JAP KTOR | GEOFF BOOTH [C]

Vintage Class – 1927 Coventry Eagle Flying 8 980cc JAP KTOR. Coventry registered, of course.

14. 1928 Model B Ariel, 995cc side valve | HARRY WILES [A]



I have attached a photo of a bike I have owned since 1995. It is my 1928 Model B Ariel, 995cc side valve. So original it has never even had a re-bore despite doing thousands of miles in my hands, and I don't know how many before I bought it as it does not have a speedo. Another one for the virtual Coventry Parade and one I would be reluctant to part with.

15. 1928 Ascott Pullin 500cc | SIMON DUDFIELD [C]

I'd like to enter a 1928 Ascott Pullin (in blue and white). I've seen one at Beaulieu museum. Importantly, it's Banbury qualified and 500cc. It has a pressed frame steel, enclosed chain and handlebars into which are fitted a clock, speedometer, ammeter and oil pressure gauge.

16. 1928 Ariel Super Sports Model E twin port 500 cc | ALAN BAILEY [A]



5 h.p. O.H.V. Two Port Super Sports MODEL E
1928 Ariel Super Sports Model E twin port 500 cc, owned since 1999, so this entry could be classed as a 21st anniversary present. An old log book shows Mafe Rotherham becoming an owner in July 1980 – 40 years ago – so here's another anniversary of a sort!

In 1928, Ixion, the contemporary journalist wrote of this model *"This is a real fire eater.....But as hot-stuff buses go it is a real good 'un and quite abnormally cheap for what it can do.....if it could left exactly as it is now but made quieter all round, it would become the wonder of the age."*

The model range, from 1926 until 1930, became known as Black Ariels, and while Ariels were not well known for racing successes, the company' activities concentrated on their reliability. They were awarded the Maudes Trophy in 1928 and 1929 for running 5000 miles without stopping the engine, and in 1928 they fitted the Model E to 15 foot seaplane floats and successfully 'rode' from Dover to Calais and back.

Much more recently, this idea was copied by Italian members of the Ariel Owners Club and crossed Lake Como in Italy with it, and then in August last year demonstrated it on the River Avon in Pershore during the Ariel Owners Annual Rally there.

17. 1929 Coventry Eagle Flying 8 | PAT JEAL [C]

1929 Coventry Eagle Flying 8 with a period Swallow sports sidecar.

18. 1929 Model 18 Norton | HARRY WILES [C]



I would enter a machine I used to own and wish I still did. It is a 1929 Model 18 Norton that I used extensively in club events, I also took it to events in Southern Ireland and Northern Spain, I broke it on one of the Coventry to Brighton events. The photo is of a jealous Alfonso sitting on it in the hotel car park in Northern Spain.

19. 1934 Norton Inter 490cc | MARTYN BAYLIS [A]

I would like to enter my Norton in the Coventry parade. I wanted to enter this year. It is a 1934 inter 490cc and I have owned it since 1967. I was going to give the Morgan a rest.

20. 1935 Norton Model 30 International 490cc | GEOFF BOOTH [C]

Post Vintage – 1935 Norton Model 30 International 490cc fitted with factory close ratio gearbox, magnesium engine castings and aluminium bronze cylinder head.

21. 1936 BSA R4 | VAUGHAN MILES [A]



My entry is my 1936 BSA R4, I have owned it for 6 years and have carried out a lot of work on it, it is pretty nimble as well. Of all the bikes in my garage this would be the last to go. It has twice been the winner of the best BSA at this event in the past.

22. 1937 990 Matchless Model X | PAT JEAL [C]

A side valve 1937 990 Matchless Model X. By 1937 the weight and wheelbase were down and it was a lovely solo.

23. 1937 BSA G14 1000cc V Twin | HARRY WILES [C]



Completely rebuilt by me, including a brand new tank.

24. 1938 Norton model 50 | ROBERT THOMAS [A]

Best post Vintage: An easy one my 1938 Norton model 50, currently in one piece and working so eligible to enter I hope! this has the valves over the cylinder (rather than at the side, which I think is much easier to keep an eye on what is happening) this modern OHV configuration is the way forward... (well Geoff Booth keeps telling me it is) this machine I guess is my concession to the modern world.

25. 1938 Morgan V Twin Super Sports | RICHARD WOODCOCK [A]



Is it a car or a bike? - Well actually it's a trike, and powered by a 1,000cc Matchless Motorcycle engine, it's more akin to a bike than a car! I fancied one for years, and ideal for taking a passenger in reasonable comfort to either bike or car vintage rallies.

'The Nipper' came courtesy of a legacy, some 6 years ago, and had not been on the road for 18 years. Undaunted I purchased it in Oxford, got it up and running and promptly set off for the VMCC Coventry to Brighton Run. It got me

there and back, but many breakdowns on route. Since then, it is a regular competitor in MTWOC events, and I have driven it to Brooklands to compete in the Hill Climb challenge successfully. My ambition is to drive it to the Isle of Man to lap the circuit. It currently features in the VMCC Calendar for August 2020.

26. 1939 Triumph 350cc Tiger 80 | DAVID KENDALL [C]

1939 Triumph 350cc Tiger 80, originally belonged to ARP warden Fred Jarvis of Radford, Coventry. This machine was used throughout the war on fire watch duties.

27. 1947 M21 BSA | PAT JEAL [A]

My dear old 1947 M21 BSA. Been in the family since 1948.

28. 1950's NSU Supermax | PAT JEAL [C]

NSU Supermax. Quiet, quick and unusual. Rode one while I was a schoolboy and was more than very impressed!

29. 1950 D1 BSA Bantam | DAVID KENDALL [C]

1950 D1 BSA Bantam, in original Mist Green paint. Only two owners from new (I wish).

30. 1954 Sunbeam S8 Combination | DEREK MORRIS [A]



The motorcycle I was planning to use for the Coventry Parade this year is a Sunbeam S8 Combination NUE 511.

The bike will be familiar to many members as it was ridden in Warwickshire events by my late father Ted Morris but it hasn't been out on the road for about 10 years. During lockdown I have been doing a few little bits to it so it can be used again.

The bike was purchased by dad on 29th June 1954 for £241 12s. from Jack Butler motorcycles in Clarendon Avenue, Leamington Spa. The sidecar was added in the summer of 1958 in readiness for a new arrival, me!

This bike was our families only transport until the late 70's when dad did purchase a Reliant Robin, but he would never part with his beloved Sunbeam.

During its lifetime the Sunbeam has done around 178,000 miles and I must have done about half of them in the sidecar or on the pillion. So far I have only done about 4 miles on the saddle though, and that was immediately after passing my motorcycle test with dad on the pillion giving me instructions! I am hoping to get some more miles on the bike soon assuming I master the art of riding a combination, and I was hoping Coventry Parade was going to be my baptism of fire, but there is always next year.

Photo: Ted on the Sunbeam at the start of a previous Coventry Parade.

31. 1955 BSA B31 | ANDY BEAN [A]



32. 1956 BSA DB 350 Gold Star | ANDY BEAN [C]

33. 1958 LE Velocette 192 cc | IAN HIRONS [A]

My Favourite machine I would enter would be my 1958 LE Velocette 192 cc. I can leave the bike for 3 months then switch on flood carb and she starts 2nd kick. No drama, cruises at 40 mph on the flat. No problem in traffic – it just works. Not tiring to ride, usually enter Burton

Bike Parade and do 110 miles in the day, no problem. Fuel tank almost empty after that mileage. Everyone should have one!

34. 1958 Velocette Valiant | IAN BRODIE [A]

1958 Velocette Valiant with a 1964 LE engine fitted.

35. Velocette Venom Thruxton 500cc | GEOFF BOOTH [C]

Post War – Velocette Venom Thruxton 500cc – finished in blue and silver – it is that 2" inlet valve that works for me...

36. 1960's Honda CB750 | PAT JEAL [C]

Honda CB750. The K0 model with the sandcast engine just creeps into the 60's time slot. What a bike. It was the future.

37. 1963 Triumph Tina scooter | BARRY HEATH [B]



I would enter – and perhaps will actually do so next year – my 1963 Triumph Tina scooter that I am in the process of rebuilding. I have just read an article by Ken Craven (he of panniers fame) about his ride over the Alps on one. So a jaunt around Warwickshire should be possible!

38. 1963 Triumph Tiger 90 | BARRY HEATH [A]



I am hoping to ride from Coventry to John O'Groats then to Lands' End on my 1963 Triumph Tiger 90.

39. 1965 BSA B40 | PHILIP SCHOFIELD [B]

My son will ride the virtually finished 1965 BSA B40 that is still being restored. This is a bit of a bit: being a much older B40 engine that someone in the dim and distant past installed in a B25 frame and running gear. It retains the Starfire looks, but has bigger, knobby wheels and a high level exhaust with the current in-vogue 'Scrambler' theme going on with a silver frame and BSA blue tank.

40. Triumph T100S | MARTIN WARDLE [B]



Bought from April Stafford show 2013, It had been restored 25 years earlier and then the owner died. His son kept it for all that time, then decided to sell it. A friend trailered it home then four of us spent a couple of hours cleaning the tank, carb etc, looking through a box of 100's of keys till finding one that fitted! A good battery, 4 kicks and it ran. MOT'd and ridden, a lot! It is now dismantled awaiting a second rebuild.

41. 1969 BSA Rocket 3 MK1 | ANDY BEAN [C]

42. 1970's Vetter Triumph 3 | PAT JEAL [C]

Vetter Triumph 3. And this was a last glorious bit of the past.

43. 1972 T350 REBEL | MARTIN WARDLE [A]



Owned one in 1971. Bought this very locally via eBay in December 2014. 4500 miles! Came from Las Vegas. All chrome was sound, this was the main reason I bought this one. Frame restored, other paintwork by me! Engine was seized, rebuilt with re-conditioned 250 crank (exactly the same bottom end as a T250 and early GT250's). Standard bores, new pistons etc. MOT'd registered and ridden, a lot!

44. 1972 T200 | MARTIN WARDLE [C]



Owned one in 1968-1969 then another in 1969-1970. They were very good! Bought this in 2013, it was immaculate. Allegedly the engine had been re-built 500 miles previously. An outright lie! After many hours finding and sorting the mechanical faults, I rode it, a lot. This picture is of it in France, it was trailered there. Since sold, it is now in Yorkshire, I think.

45. 1972 Norton Commando | PETER WHITE [A]

46. 1972 Suzuki T250 | PETER WHITE [A]

47. 1973 Montesa | RICHARD WOODCOCK [A]

48. 1973 Triumph X75 Hurricane | RICHARD WOODCOCK [A]



I bought it in the Isle of Wight, and in a rush of enthusiasm rode it home, calling in at the Triumph TR3C owners club rally at the London Motorcycle museum on my way home. Nobody could believe that I had covered 87 miles on a tank of petrol - in a two gallon tank. Since then I have ridden it to the Isle of Man for the Manx races, and visited the Ace Cafe in London. In 2014 I entered it in the VMCC Coventry Parade. It doesn't come out much, however I have achieved

my goal and now own my 'Dream Bike'.

49. 1972 MV Agusta 750cc | GEOFF BOOTH [C]

Classic – MV Agusta 750cc. only the Italians could produce something as beautiful – feast your eyes on those overhead cams, four megaphones and jelly-mould fuel tank...

50. 1978 T140E | PHILIP SCHOFIELD [A]

I will ride my completed '78 T140E, bike in red/black. Although this is to US spec, it is definitely a matching numbers bike that was only ever registered in the UK.

51. 1994 Honda CG125 | MATT WILLS [A]

1994 Honda CG125. Now aged 17, I am able to ride VMCC eligible machine.

The Winners

Oldest Machine:

- #2: 1904 Bradbury 2 3/4hp | MIKE WILLS

Best Veteran:

- #3: 1910 500cc Field | BRENDA HALLARD

Best Vintage Machine:

- #4: 1913 ZENITH GRADUA 6HP | GEOFF BOOTH
- #6: 1915 Champion | ROBERT THOMAS

Best Vintage Sidecar Outfit:

- #17: 1929 Coventry Eagle Flying 8 | PAT JEAL
- #30: 1954 Sunbeam S8 Combination | DEREK MORRIS

Post Vintage:

- #19: 1934 Norton Inter 490cc | MARTYN BAYLIS

Best Post War:

- #37: 1963 Triumph Tina scooter | BARRY HEATH



Best Coventry Built Machine:

- #40: Triumph T100S | MARTIN WARDLE
- #13: 1927 Coventry Eagle Flying 8 980cc JAP KTOR | GEOFF BOOTH

Best Triumph:

- #9: 1923 Triumph Ricardo with sidecar | JACQUELINE THOMAS

Best Birmingham Built Machine:

- #19: 1934 Norton Inter 490cc | MARTYN BAYLIS
- #16: 1928 Ariel Super Sports Model E twin port 500 cc | ALAN BAILEY

Best Morgan:

- #25: 1938 Morgan V Twin Super Sports | RICHARD WOODCOCK

Youngest Rider:

- #51: 1994 Honda CG125 | MATT WILLS

Best Under 251 cc:

- #51: 1994 Honda CG125 | MATT WILLS
- #37: 1963 Triumph Tina scooter | BARRY HEATH

Best BSA:

- #23: 1937 BSA G14 1000cc V Twin | HARRY WILES

Most Desirable:

- #3: 1910 500cc Field | BRENDA HALLARD

Best Unrestored:

- #29: 1950 D1 BSA Bantam | DAVID KENDALL
- #1: 1897/8 Beeston tricycle | ROBERT THOMAS

Post 71 Cup:

- #49: 1972 MV Agusta 750cc | GEOFF BOOTH

Most Technically Interesting:

- #1: 1897/8 Beeston tricycle | ROBERT THOMAS

Organisers Cup:

- Dave Kendall and Barry Heath, and to ALL of the individuals who supported this year's event, thank you!