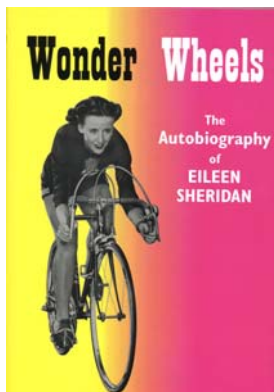


Friends

On two wheels



Record Breaking Coventry cyclist Eileen Sheridan travelled from her London home to attend the Cycling Festival. She was interviewed by local radio (photo above) and had a signing session of her reprinted book 'Wonder of Wheels'.



Eileen met large numbers of visitors and told them about her experiences of race cycling in the 50's and 60's and the fun she had riding an adult cycle from the age of six years.

For years CTM has been telling the story of the 'golden age' of cycling. It was a period in late Victorian times when the people of Britain found a new freedom on two wheels. Now without doubt the museum's new live events focusing on cycling in the 21st century is a worthy initiative, none more so than its recent Cycling Festival over the last May Bank Holiday. Blessed with sunny warm weather, it was immensely popular with the public. Crowds came along to have a go on an array of different cycles; there were BMX displays on a mobile half-pipe sponsored by Ian Neale Construction Ltd.

Throughout the event rickshaws took families around the streets and sights of Coventry. And for those with a sense of competitive cycling local enthusiast and national event winner Mick Ives was on hand to encourage the public to try their hand at roller racing (pictured top left). It's an innovative way of getting the crowds involved in organised cycle races, with participants remaining on the same spot and spectators spurring them on.

This new interest in cycling also saw many take part in a conference that came up with interesting ideas to promote this mode of transport across the city.

Interestingly Ian Neale Construction Ltd is now offering free hire of its half pipe to schools and community groups.

June 2009

CHAIRMAN'S CHAT

Our programme of outside events continues to expand. The next three dates we are committed to are August 2 (the BEN Fete at Easenhall), August 23 (the Classic Car and Transport Show at Arbury Hall) and September 20 (a Classic Car Show, Atherstone). We are taking museum vehicles to all these events. If you would like to attend as a helper (to look after the cars and chat to the public) or if you would prefer to bring your own vehicle, please contact me on 01926 511574 or at r.dawe452@btinternet.com.

May I please remind all Friends who work in the museum, either in the archive or the workshop, that you MUST sign in and out using the book held in the shop. This is an essential part of the museum's fire procedure. Thank you for your co-operation with this.

On a personal note, I am grateful and touched that so many of you contacted me to offer condolences on the recent death of my father. It was very kind and thoughtful and was a great comfort to me.

D & T on show

CTM hosts the Coventry Secondary Schools, Design and Technology exhibition from June 17 (pm) until the 24th. Sponsored by the Rotary Clubs of Coventry and local companies it will showcase work produced by 19 schools. It's often said that few school leavers enter industry, taking up a career in engineering and manufacture. Here's an exhibition that shows the work of some student who are bucking the trend. Open everyday at usual museum times and its FREE.

Contacts

Chairman: Richard Dawe 01926 511574
 Vice Chairman: Dave Stansfield
 Secretary: Lesley Viggars
 Treasurer: Sue Scott
 Outside events co-ordinator: Richard Dawe
 Committee: Brian Jackson, Stan Wilcox, Jean Wilcox, Dave Green, John Viggars
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 or email: dandelion@ntlworld.com

Next Clubnight

The annual motorcycle night
on Thursday, June 18 from 7.30pm
Museum galleries open and free refreshment



MP: Ernest Marples, who planned a full-scale national network of motorways



No limits: a section of the London-Birmingham M1 motorway near Luton, after it had been opened in 1959 by Ernest Marples

The pattern of Britain's roads changed forever just 50 years ago when the southern section of the M1 was opened. It came about largely through an unlikely but immensely fruitful partnership between Prime Minister Harold Macmillan and businessman MP Ernest Marples. At the

inauguration of the M1, he welcomed this "magnificent motorway opening up a new era in road travel, in keeping with the new, exciting scientific age in which we all live."

Between 1965 and 1972, the motorway network grew from 300 miles to 1,050

miles. It was a transport revolution, indeed a golden age of British motoring, with Jaguar, Rover, Triumph, Austin and MG competing with British-produced American Fords and Vauxhalls, as cars became part of a new, more open and more mobile consumer society

Motorway Express

The C5 coach was a development of Midland Red's S14-15 service buses and shared the integral framework and mechanical spec.

Appropriately the coach had been well tested and was ready to inaugurate Britain's first motorway express coach

service in November 1959 with three non-stop services in each direction. The fare would be 13 shillings and threepence single, 21 shillings and threepence return. By then the coach had been designated CM5T, the T indicating that the vehicle was fitted with a toilet, reducing the seating

capacity to 34. Ventilation and soundproofing were given special attention that made the coach extremely restful to travel in. The following year, September 1, Midland Red started a second motorway service from Coventry, Pool Meadow.

► Did you travel by Midland Red CM5T?



Departure: The Coventry to London Motorway Express about to depart from its stand near the old Priory Street Baths. Note the twin headlights



Prototype: The original CM5 coach that started the service from Birmingham

Mini feedback



Red Baron:the Mini Cooper that went like stink

“This was supposed to be a non contact sport but inevitably crashes did occur, which added to the spectator excitement. “You may notice from the picture that no roll bars are fitted but full safety harness was compulsory. All of the interior fittings were removed apart from the driver’s seat of course and the fuel tank was located inside the car and limited to one gallon. Very little engine tuning was allowed and the doors were welded shut. Metal strips were also fitted around the front of the car to give some protection to the front mounted distributor. “I enjoyed some success and later I became Accident Marshall at the circuit. “Brafield is an oval circuit much like Brandon but surfaced in tarmac rather than shale. It is now known as Northampton International Raceway.”

After last month’s feature on the 50th anniversary of the Mini, Phil Consadine came up with recollections of his days on the race track with his Issigonis wonder.

“My days of racing a Mini goes way back to 1973 at Brafield Stadium,” he writes.

“I had been Banger racing for a number of years, in fact I was one of the first when it was introduced in March 1968.

“I was wrecking too many cars and they were getting harder to come by and more expensive. So I decided to go in for Mini Rod Racing when it was in its infancy.



Centenary Bugatti

Dutchman Jaap Horst has a passion for the Bugatti marque like no other. While he started developing systems to save the lives of ‘jumpers’ on the rail track and currently works for Delta Rail in Utrecht his abiding knowledge of the Bugatti marque is most relevant in its centenary year.

Take a look at his websites: www.BugattiRevue.com BugattiAircraft.com and The Classic Cars Picture Archive. Some pretty sensational stuff. His Bugatti Page featuring cars for sale is an important document in itself. Here are just three examples to whet the appetite:

Top left: This rolling T38 chassis together with her original mechanical components was stored in an attic during the war. It’s now fitted with a period T37 body from Brussels coachbuilder Snutsel. The punch from the 2 litre 8 cylinder provides sporty performances and is comfy for long distance touring trips. Marreyt Classics, Belgium has it for sale at 250,000 euros.

Top right: 1935 Type 57 Ventoux finally gave Ettore Bugatti the market advantage he had been searching for since the demise of the best selling Brescia in 1926. With its race derived 3.3 dohc straight eight, constant mesh gearbox and advanced chassis it provided the basis for some of the greatest pre-war routiers, many of them factory bodied under the design direction of Jean Bugatti. Complete with a bill of sale from Christies, the car has a suggested price tag of 420,000 euros.

Lower right: A remarkably original 1926 35 in its most desirable 2.3-litre format. Described in the factory records as 'Targa Sans Compresseur'. After many years of hibernation in Belgium it has been painstakingly and sympathetically restored by a leading marque specialist. Accompanied by a detailed history file including photographs, restoration invoices, a VSCC Buff Logbook. It is very rare that the opportunity arises to acquire such a wonderfully complete and original example of arguably the greatest racing car of all time. See website: www.martinchisholm.com





Snapshots of work in progress

Following last month's update on the various museum workshops I was delighted to have several nice photographs passed to me by Richard Dawe. They record some of the varied tasks being carried out by our members often during the regular Friday afternoon sessions. Pictures clockwise from top left: John Stubbs fishing in the Maudslay's reduction gear bell-housing; Roger Brown painting in the Maudslay display area; John Stubbs painting the Austin 3-Way van; David Parry working on the Maudslay chassis frame; and lastly the three Daves—messrs Withers, Green and Parry adjusting the rear mudguard stays on the Triumph Tiger 80.



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Coventry Festival of Motoring
5th & 6th September 2009
'09

Coventry Festival of Motoring is a fun-packed weekend of entertainment and car runs celebrating Coventry's unique motoring heritage

For more information go to
www.festival-of-motoring.co.uk

tailpiece

A word of thanks to those who kindly respond to the stories and features in our newsletter. Colleagues like Phil Consadine who provided me with a nice little anecdote for this issue about some hairy racing many years ago. However very few local members ever contact me with feedback, interesting stories of their former vehicle or even life in industry. I have to say once again—this is your newsletter and it really should reflect Friends and their interests. Hope to hear from you sometime soon.

kind regards,
 Keith Draper