



NEXT MEETING:
**ZERO
 EMISSION
 VEHICLES**
 produced by Coventry company
MODEC
 Thursday, January 15 at 7.30 pm

Eco-friendly Modec

Coventry-based Modec is already quietly making a difference to the air quality of Britain as the first orders for box vans and pickups begin service on our streets. One of the first companies to purchase zero emission vehicles is Tesco that is using the vans for its home delivery network from a new eco store in Shrewsbury.

Admirably suited to city environments the chassis with a two tonne payload can cover 100 miles at speeds up to 50 mph after an overnight charge. Many more vehicles have been ordered and before long they will be a familiar sight on the high street. Want to know more?

At the Friends' January meeting on the 15th meet representatives from Modec.

What an inheritance



Holy Grail: Bonham's released this picture of the Bugatti 57S Atalanta inside the lock-up garage

This 1937 Bugatti was kept in a Tyneside garage for half a century by its eccentric owner Dr Harold Carr. When the reclusive genius died aged 89 last year, imagine the shock when his nephews and nieces opened up the gentleman's ordinary suburban lock-up. His nephew, an engineer said: "We knew he had some cars and a Bugatti, but no-one knew how much it was worth. "It's amazing, really—

worth so much because he hasn't used it for 50 years."

The Bugatti 57S is understood to be only one of 17 ever made. At least four of those are believed to belong to Musée Nationale de L'Automobile in Mulhouse, France.

In recent years similar but less sought-after models have sold privately for millions of pounds. If the 57S reaches top estimates, it could rocket into the history books as the most expensive car ever sold at auction.

With a reserve price tag of almost £3m, it will have increased 117-fold in value from the £895 Dr Carr paid a car dealer for it in 1955.

Other previous owners include Le Mans 24-hour race winner Earl Howe.

Chairman's Chat

I hope you all survived Christmas unscathed, and that you are in good shape for a happy and healthy New Year. It's subscription time again and it would help our treasurer enormously if you could pay up early, please. Subs remain at just £10.00, which equates to £0.83 per month, surely excellent value for money. Remember too that you cannot vote at the AGM in March unless you are a fully paid-up member, and that each paid-up member has one vote - there is no family membership.

As the Museum's new cafe is now open, the old Maudslay Tearoom is no more. We will have to make alternative arrangements for refreshments on our Clubnights, so please bear with us in January if there are any rough edges to the service we provide.

Happy motoring in 2009!



of

Coventry Transport Museum

January 2009

It's pleasing to see the Maudslay family name to the fore as the latest series of postage stamps are brought out.

The artist shows Henry Maudslay and the original screw-cutting lathe that he introduced in 1802. It pioneered the manufacture of highly accurate screw threads. Before Maudslay's invention, they were crudely manufactured by hand.

The lathe is built on two parallel triangular bars. One bar carries conventional headstocks to hold the workpiece and a slide rest rides on both bars carrying a tool holder equipped with a screw feed and a micrometer dial that regulates the depth of cut. The leadscrew carried between the bars moves the slide rest along, and was geared to the lathe mandrel by change wheels. The lathe was hand-driven.

Maudslay also invented the first work bench micrometer, and established a marine steam engine works at Lambeth in London.

Our special interest is in the two grandsons of Henry Maudslay—Reginald who founded the Standard Motor Company and Walter Henry who founded the Maudslay Motor Company, Parkside.



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Hellboy the inspiration behind this machine is the 2004 film Hellboy about a demon who escapes and is used by the Bureau for Paranormal Research and Defence to fight the powers of evil.

The frame is one-off rigid tube made by Destiny Cycles. It's powered by a RevTech 110 cu with polished cases and powder coated barrels and heads. The one-off stainless steel exhausts are by Destiny Cycles.



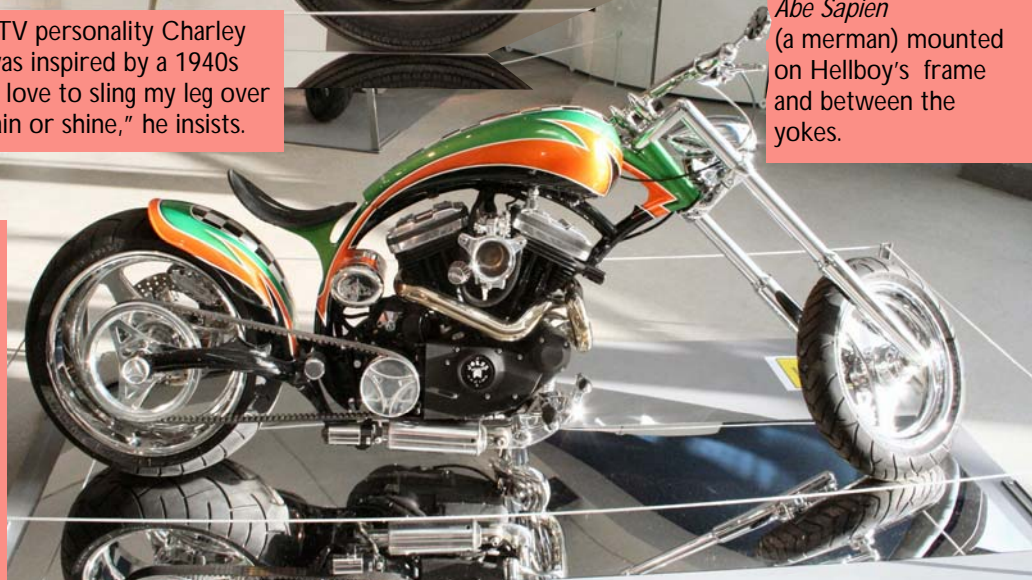
Wild & Wacky

Harley Davidson Sportster XR 1200 designed and built by Haydn and Bev Meredith of the Trike Shop UK. It's a standard conversion based on a latest model and is powered by a 1202cc 45-degree V-twin with a five-speed gearbox.



Boorman's Bobber was built for the TV personality Charley Boorman. He wanted a bobber which was inspired by a 1940s Harley Davidson Knucklehead. "I would love to sling my leg over a custom motorcycle everyday, come rain or shine," he insists.

Back Street Hero was designed and built by Vic and Lin of Destiny Cycles. It harks back to the days when road bikers were used as racers as well as everyday transport. It was also inspired by the magazine *Back Street Hero* and Lin's history as a road racer side car passenger. Powered by an original Buell 1200cc engine and five-speed box. One-off 2-into-1 exhaust by Destiny Cycles.



One of the pair of meticulously sculpted faces from the film *Abe Sapien* (a merman) mounted on Hellboy's frame and between the yokes.

A Gavioli fairground organ owned by husband and wife team Brian and Christine Wells returned to play outside the museum on Millennium Place over the Christmas weekend. While the restored organ is of great interest to mechanical music enthusiasts, its permanent home inside an historic eight-wheeler makes the whole rig something extra special.

Brian and Christine from Banbury are popular visitors to the many steam and historic vehicle events around Britain, but it came as something of a surprise to learn that they also take their eight-wheeler to the continent. The vehicle is an ERF 68GX model dating back to 1958 and for many years it made the journey to Liverpool Docks in the



The Diamond Jubilee Organ



ownership of a Derbyshire corn merchants. Like so many ERF's it later became a showman's vehicle with John Scarrott and sons of Woodford Halse, carrying their rides around fun fairs in Northamptonshire. When Brian Wells found the vehicle it was about to be cut-up for scrap. Not surprisingly its restoration has proved to be a long job.

Motive power for the eight-wheeler is a 150 Gardner diesel of 11¼ litre capacity. Brian told me how it motors comfortably at 38 mph although pushing it to 40 is not advisable. "It starts to feel strained then", he said.

The rig with its precious cargo returns an amazing 20 mpg. But as one can imagine the couple mourn the passing of "cheaper" fuel on the other side of the Channel.

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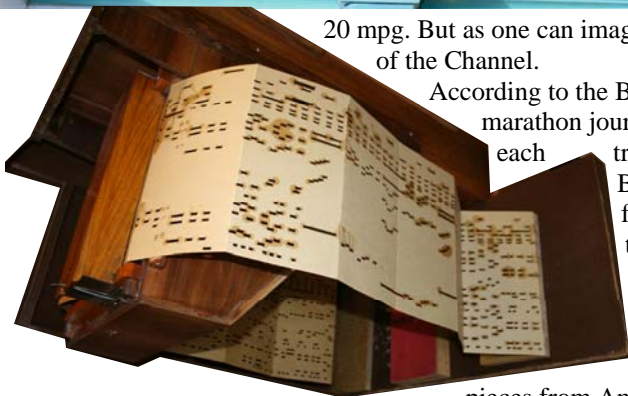
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According to the Banbury Steam Society website the Wells' and some friends made the marathon journey to the Organ Festival in Waldkirch, Germany on several occasions; each trip being a journey of 1200 miles. They also travelled to Paris in 2005 and Brussels and Essen in 2006 to take part in their respective transport festivals. "Not bad for a vehicle of over 40 years old that has been retired twice already!" said Brian. "Each trip was completed with only minor incidents - a couple of punctures, and a warning for (lack of) speeding on the French motorways, where we were apparently going too slow!" The Gavioli played her first note for 75 years on December 31, 1998. It followed two years of demanding work after arriving in a thousand pieces from America.

The Gavioli was built in Paris between 1890 and 1900 by Gavioli & Co, with an 89 key V.B. scale. Her history is unknown up to the point when she was restored by Van de Mueren, and the original serial number changed to 2005 (this does not correspond to Gavioli's numbering system). She continued her working life in the USA as the centrepiece of a four abreast carousel with galloping horses built by The Philadelphia Toboggan Company. At this point, she was converted to the Wurlitzer paper roll system.

In 1923 she was removed from the carousel and became part of the Heller collection. She wouldn't play again until 1998. Stored in an earth-floored barn, she suffered much deterioration over the course of almost 60 years.

Restoration work was essentially a huge 3-dimensional jigsaw puzzle carried out by Brian Wells, Andrew Whitehead and Dave Heritage. There was more to it than just pipe work and the musical heart of the Gavioli. Where the original designs were too damaged to save, the carvings and decorations were carefully sanded down, layer by layer, revealing three different colour schemes along the way. But faithful copies were made of each layer to preserve the various eras of the instrument's history. The Gavioli was finally repainted in her original colours during the winter of 1998 and the final panel was fastened into place on the New Year's Eve. The team's dedication to the conservation of this musical instrument is superb and well summarised in Brian's words: "It is indeed a privilege and honour to be the custodian of history for a while. I think we have done well in the restoration process so far."



Thanks to Banbury Steam Society for some of the source information