



VMCC Warwickshire Section Newsletter



News Letter No. 73

June 2026

Upcoming events

Wednesday June 10th - Fish and chips* plus bring a bike night at Kenilworth Rugby Club. A very popular event. Ride in on your favourite bike. **Fish and chips must be pre ordered. Contact Judith a.s a.p.*

Sunday June 10th – Kenilworth Run. A very pleasant 30 odd mile morning run around the lanes of Warwickshire ending at a good location for refreshments.

Thursday June 18th – Baton Rally handover from North Cotswold Section at Farmers Fayre Cafe, Stoneleigh Park.

Sunday June 28th – Baton Rally handover to Banbury Section at Gilks Garage Cafe, Kineton.

Monday June 29th – Cassington Bike Night

“watch out for emails for ‘Pop up’ meets”

More details of these events can be found within this news letter.

Reg Ayre, editor of the Flat Tank Section included this item in their recent news letter:

Regitorial: The VMCC are celebrating 80 years of the founding of the club. I am therefore adding my bit to the history of the motorcycle.

The "fetch" of the season!!!

IS THE 1903

ZENITH BI-CAR

The MOTOR BICYCLE DE LUXE. The ZENITH is all the rage.



The "Zenith Bi-car" will absolutely revolutionize the existing type of motor bicycle construction.

The "Zenith Bi-car"—The sensation of the year!

The man who has ridden it has no doubt will soon wish to go back to the existing pattern of motor-bicycles.

The "Zenith Bi-car"—the motor-bicycle-de-luxe—will absolutely revolutionize the construction of motor bicycles. It has no front forks to snap.

The "Zenith Bi-car" is quite different to any other machine on the market. It is light on empty run (Patent applied for).

The "Zenith Bi-car" can be started with a handle just like a car. No risk of slipping or straining oneself by cranking and disengaging. Has no pedals, but a long and comfortable footboard each side, just above the ground, so that the position of the rider can be changed at will, with a saving of fatigue on long rides.

The "Zenith Bi-car" is not a freak machine, but a handsome, striking model, although not designed on present orthodox lines. The finest mechanical frame yet designed.

The "Zenith Bi-car" form of construction practically eliminates all vibration, and all risk of side-slip. It is far and away the safest machine on the market. Easy to ride.

The "Zenith Bi-car" has come to stay! The price of the "Zenith Bi-car" with 3 h.p. Fuller Engine, Liquefactive Carburettor, Free Engine and Clutch, Wax-seal, Bath, Chain, Tyres, Brock's Saddle, Trembler Gears, of Great Workmanship throughout.

43 Guineas, Net Cash.

Zenith Motor Engineering Co.,
101A, Stroud Green Road, London, N.

This catalogue also contains particulars of the Zenith "Patent" Trike.
The Zenith "Patent" De Luxe, and The Zenith Light Car (1913 Catalogue), Marvellous values.



"BROWNIE" CARSLAKE

In the early days of board racing, this crack Australian was hot competition on the board tracks of America. He is shown here with an Indian "g" valve job.

"Brownie" for years has been one of the "high moguls" of the Firestone Tire and Rubber Co.

THE WHIPPET LIGHT MOTOR BICYCLE.

Pedal assisted by Whippet Patent 2-Speed Gear.

A 1 1/2 h.p. engine, with 130 for high gear, gives better average than a 2 1/2 with one low gear only.

WHIPPET MOTOR BICYCLE combines the delights of Cycling and Motoring.

Chain runs in Gear Case, and Belt is properly protected from mud.

ANY MAKE and POWER of ENGINE FITTED.

WHIPPET PATENT 2-SPEED GEAR can be fitted to existing Motor Cycles. Should be ordered on all New Machines.

Gives any two gears from 150 for assisting up hills at high speed, with slow pedalling down to 90 for starting or pedalling in case of mishap.



Prices from £38.

The Whippet Motor & Cycle Mfg. Co., Whippet Works, Falcon Terrace, Clapham Junction, (The Inventors of the Free Wheel and Rim Brake.) S.W.

The 1903 Zenith Bi-Car was viewed by some to be the future of the motor bicycle

The Aussie Carslake may have been related to our inspirational leader "Oily"?

The Whippet begat the Spagthorpe in the mythical, mystical days of the early motor bicycle.

What we have done recently

May 13th Club Night @ K R C Richard Woodcock talked about Hesketh Motorcycles.

A very entertaining and informative evening. Richard had a connection to Hesketh's enterprises right from the early days as a sales rep. For an automotive tool company. He told us the history of Lord Alexander Hesketh's foray into F1 car racing, being quite successful. He then turned his attention to bike building, of which he knew nothing! The ups and downs of the company was interesting to hear about. Richard now owns one that he bought from fellow club member Arthur Farrow and loves it in spite of an encounter with a sprag clutch!



May 17th Rugby Bikefest The annual event took over Rugby town centre.

The event was as popular as ever. However with conflicting events and club areas it seems that we had few VMCC members in our designated spot! The major ride in had several hundred bikes taking part. The weather stayed dry until mid afternoon when showers moved in.

May 31st Breakfast Meet @ Malt Kiln Farm cafe

On an overcast but comfortably warm – not 30+! - Sunday morning I rode into Malt Kiln Farm where a dozen bikes were already parked up. After a few greetings and a couple of photos we adjourned to the cafe. The display of cakes was a very great temptation so I succumbed to a home made scone and butter to accompany a latte.

We sat outside and were joined by latecomers, Malcolm Smith and Peter Wilson (who it seemed had had a fraught morning involving a flat battery on one of his bikes)



Steam Fair weekend at Castle Combe

Having spent a week in May last year taking part in the Dorset VMCC section's Weymouth week- I wrote about it in Warwickshire section's June 2025 news letter- I was looking for some event to attend this May. Having health issues and not knowing what the situation would be around that time I was reluctant to book up too much time away. I had fairly recently joined the VJMC and came across a weekend Steam Fair at a racing circuit in North Wiltshire at which the VJMC would have a stand. So I applied to join the event and was accepted with free admission and free camping. Thanks to Julie Showering for accepting my late entry.

I drove down with my recently acquired Bridgestone 350 GTR on my trailer after having some tuning work done on it which precluded any opportunity to test it before hand but as it was basically a static display I was not too bothered about how it ran. Once my camping equipment was set up I was able to unload the GTR and test ride it up and down the camping field - it ran reasonably well. The following morning I rode across to the edge of the track and park up with the other 34 classic Japanese bikes and was welcomed by Julie and Dean plus some of the other VJMC attendees.

The event was huge with Steam vehicles of all sizes, monster vintage trucks, several hundred classic cars plus over 100 classic motor cycles of all ages, makes and types. Plus several classic push bikes. There was also a funfair and aisles of traders and auto jumblers. Saturday was a bit showery but still lots of public and other exhibitors came to look at our bikes. Mine was the only Bridgestone on display and caused a steady stream of people wanting to know more about a make they had never heard of! In the afternoon we were invited to ride a couple of hundred yards down the circuit and ride round an arena so that visitors could see and hear the bikes. Most took up the offer. The GTR still going reasonably well.



Sunday was similar, but with better weather. I had time to look around the other 100+ bikes which were parked in a different area but not too far away from our area. There was a gazebo plus bikes from the Bristol Branch TOMCC but no other club. On display were some interesting bikes a few of which are pictured below.

After lunch we had another ride around the arena watched by another good crowd. We were not able to ride around the full motor racing circuit because of health and safety issues, a bit disappointing but entirely understandable. So it was then time to pack up, say goodbyes and head north after an



enjoyable weekend. I am hoping to ride the GTR to other events and enjoy a long, hot, dryish Summer of biking.



This trike seemed to be 'Devoid of Trouble'



A scooter section of the VMCC?:

The Early Years of the VMSC

It is perhaps as well to take a quick look back at when motor scooters first appeared, before seeing why the Vintage Motor Scooter Club was formed. The earliest scooters, the Autoped, Scootamota and Unibus were first seen in Great Britain around the close and just after World War One and seem to have been something of a quirk, even bizarre and not to be seriously considered as a means of travelling. Then in the years immediately after the Second World War the Italian production of the Vespa and Lambretta suddenly caught on with their import into Britain in the late 1940s and early 1950s. The chance to have independent transport and the freedom to get about both for commuting and touring was eagerly seized upon. The



Vespa Club of Great Britain was formed in 1952 and the Lambretta Club of Great Britain in 1953 and it wasn't long before there were clubs for these two marques all over the country. The 1960s was the decade of the Mods and the golden days of scootering.

The 1970s saw a dip in scootering probably due to the availability of affordable motoring. Then in the 1980s there was something of a revival, the New Mod Scene. However the British scooters, BSA, Triumph, Panther, Dayton, James, Piatti, DKR, Raleigh and others, which had been late in entering the scooter market did not share this revival. In fact, owners of these models were finding it increasingly difficult to obtain spares. The same problem faced owners of German, French and other continental brands, apart that is, from Vespa and Lambretta.

John Law, a scooter owner, noticing this situation, thought that if the owners of these scooters bonded together and pooled their knowledge, they might unearth difficult to find parts and manage to keep these machines not only away from the scrapheap but on the road as well. He started asking among his friends what they thought of the idea. He met Ian Harrop, a fellow owner, at the Severn Valley Steam Event and asked him what he thought. John told him that he had spoken to other friends, whom he knew to be owners of old scooters that from the conversations he'd had he was organising a meeting in Telford at the Randlay Community Centre on the 29th of September 1985. Attending were: John Law, Ian Harrop, and 12 others.

The meeting started off pleasantly enough with John setting out the benefits he saw from such a club but when the question of possible affiliation to the Vintage Motorcycle Club was raised Jim Hammant, General Secretary to the VMCC said that the proposed Vintage Motor Scooter Club would have to be subject to the Rules & Regulations of the VMCC. The meeting became very heated, there were angry exchanges and slipped into an ugly fracas. It was said that the VMSC would have to put all notices, advertisements etc through the VMCC magazine, could not have a page in their magazine on a regular basis; and wouldn't be able to have its own Newsletter. Members of the VMSC would for all intentions and purposes be members of the VMCC. The meeting was divided into two factions; one thinking that the VMSC could not move forward without affiliation and the other being decidedly against any affiliation. A vote was taken and the majority were in favour of an independent Vintage Motor Scooter Club entirely free of any affiliation.

The meeting then closed without further discussion but broke into several small groups, one disappointed and displeased that it had ended without affiliation, another group in disbelief that it could have been so bitter and fractious and a third group quite delighted that the club was to be independent, free of any affiliation.

Upcoming events.... In more detail

Wednesday June 10th - Fish and chips* plus bring a bike night at Kenilworth Rugby Club. A very popular event. Ride in on your favourite bike. On a warm Summer evening it is nice to sit outside along with fellow club members and eat a lovely portion of fish and chips, usually with a dollop of mushy peas. **The meal must be pre ordered so we know what to order from the shop Contact Judith as soon as possible.*

Sunday June 10th – Kenilworth Run. A very pleasant 30 odd mile morning run around the lanes of Warwickshire ending at a good location for refreshments. We generally meet in 'The Hatton Lay-by' on the A4177 Birmingham Road about half a mile from the Hatton Arms.



Thursday June 18th – Baton Rally handover from North Cotswold Section at Farmers Fayre Cafe, Stoneleigh Park.

Sunday June 28th – Baton Rally handover to Banbury Section at Gilks Garage Cafe, Kineton.

The Baton Rally is designed to get sections to meet up, and socialise with their neighbours

Monday June 29th – Cassington Bike Night

This event started quite a few years ago in a small way to raise funds for local organisations including the village school. It now attracts several thousand bikes who populate about every corner of this charming village, focusing on the village green, on which only classic bikes can park. The school usually sells drinks and cakes, as well as looking after bikers clothing for a donation to funds. Other outlets sell refreshments at this very well organised event. Really worth a visit from mid afternoon until well into the evening. "watch out for emails for 'Pop up' meets"

More details for all events will be in emails nearer the dates

For sale or wanted

Attached are a few pictures of my BMW R1200 RS SE. More photos are available if anybody wants to see more. It is up for sale so if any of your pals are looking for a BMW, this could be it. Only used for commuting and the occasional trip.

Why am I selling? I won't be doing the Land's End to John O'Groats anytime soon, and a change of job means that I just won't be able to ride it. I'd be lucky to get 200 miles in. Time to let someone else enjoy this bike.

Details are:

Make and type: BMW R1200 RS SE
Year: 2015
Registration: NJ65XTC
Colour: BMW blue and white
MOT: [18th March 2027](#) - never failed an MOT
Mileage: 8301
Service history: Full BMW

Modifications

All of the following were installed new.

[Factory fitted BMW Navigator 6 Sat Nav](#). Includes the carry pouch and the original box. Made by Garmin, discontinued. £300 used.

[SC Project Exhaust](#). Saves weight, adds a little power. £280 new.

[Wilbers rear shock](#) - Fully integrated WESA dynamic damping with an uprated spring. £680 new.

[Wilbers fork springs](#) - £125 per pair.

SHAD rack and top box. [Fitting kit](#) is £42, [top box](#) £275.

[Puig touring screen](#) £150. Still have the original.

[Chassis plugs](#). £160

[Machine Art](#) 'Mudslang' to cover the rear shock. £99

Plus various bits and pieces such as a front paddock stand, key for the oil filler, padlock and chain off the QE2 etc.

Kept in a garage, cleaned and serviced.

It's great as a BMW should be, but with the suspension upgrade it is a really comfortable and predictable ride. Better than anything you'll find on Auto trader. All the paperwork is here: V5, service record, user manual, Navigator, receipts etc. The new owner will be the fourth. I have owned this bike since February 2021.

What's it worth? Top price on Auto trader is £7000. Considering all the modifications (£2100 worth of extras), I'd be happy with £7000 because it's the best there is. And the new owner can ride it away from New Milton, just around the corner from the Sammy Miller Motorcycle museum.



My Harley is for sale. 2010 with only 4000 miles. Never been out in the rain. As new condition £6750 may take something interesting in part ex. Peter 07773771660.

Triumph Bonneville for sale. 2007 model, wire wheels, 865cc one of the last carb Bonnies. Very unusually it has a tow bar fitted plus the wiring connector, for a small trailer. (Size/ weight limits apply.) These can be removed if not required. Phone/message Ian Ellis for more details. £2200 ono 07958 003955



			VMCC Warks Events Calendar 2026
June	10	Wed.	Club night at K.R.C. Fish and Chips + bikes.
	14	Sun.	Kenilworth Run.
	18	Thurs	Baton Relay Rally, handover from North Cotswold Section at Farmers Fayre
	28	Sun.	Baton Relay Rally, handover to Banbury Section at Gilks Garage Cafe.
	29	Mon.	Cassington Bike Night, near Oxford.
July	01	Wed.	Chairman's Social Meet. The Nelson, Stockton.
	* 05	Sun.	<i>Pailton Fete including Steam event. Our bikes will be displayed.</i>
	08	Wed.	Club Night at K.R.C. Bring yer bike plus speaker: Patrick Fitzgerald
	19	Sun.	Founders Day, Stanford Hall.
Aug.	02	Sun.	Bill Lacey Run to Evenley, Northants.
	09	Sun.	71st Coventry Parade, Napton Hall.
	12	Wed.	Club night at K.R.C. Bring your bike night.
	16	Sun.	Afternoon tea and cake run to Wren Hall.
	22	Sun.	Thurlaston Classic Car and Bike Show. More details later.
Sept.	06	Sun.	Genteel Run.
	09	Wed.	Club night at K.R.C. Guest Speaker: Cliff Kirby
	20	Sun.	Gasolene Juice Run, Weedon Bec.
Oct.	04	Sun.	Girder Fork Run.
	14	Wed.	Club night at K.R.C. Bring and Buy Night
	18	Sun.	Autumn Leaves Run.
	24	Sat.	National Motorcycle Museum Open day.
	25	Sun.	Antelope Inn Meet. Lighthorne.
Nov.	11	Wed.	Club night at K.R.C. Guest speaker: Calum Lockie, Racer.
	25	Wed.	Warwickshire Section Christmas lunch.
Dec.	09	Wed.	Club night at K.R.C. Christmas Quiz + nibbles.

*Events in italics are not organised by us but are of interest to section members * date not yet confirmed.*