



Admission to the Club is restricted to Senior Executives of manufacturing and importing firms in the Industry including both the Manufacturers and Importers of complete machines together with components, accessories etc.

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THE CLUB

AUTUMN RUN 1978

The Club held its Autumn run based at the County Hotel, Kendal in the Lake District over the week-end of September 29 - 30 and 1 October 1978.

In attendance were Messrs Aubury, Ivor Davis, Green, Greeves, Hall, Jeffery, Paul, Perrigo, Nelson, Norton, Riley, Sheen, Smith, Strachan, Upton, Wassell, plus K Craven, F Ferris, R Norton, D Smith and T Waterer as guests.

The Friday evening get-together was its usual success but with a depressing weather forecast and a constant downpour outside, everyone was mindful of the unwelcome necessity for the full use of wet weather riding gear for the Saturday run.

In view of the almost constant rainfall the week before the run, your Chairman arrived early on the Friday morning and made a last minute check on the route only to find himself (and the TR5) in at least 18 inches of flood water on one stretch and on - what was previously a mild firm going trail - mud so glutinous that he called it a day after losing at least half a stone in weight in attempting to keep the machine just going forward!

Route "B" was therefore prudently chosen and whilst perhaps not quite as interesting as Route "A" nevertheless did avoid most of the colonial and aquatic sections.

At 9.30 on the Saturday morning the run set off in damp drizzle and arrived at the Windermere Ferry bang on time. Unfortunately, one of the Ferry men was a motorcycle enthusiast and by the time he had studied all the machines on board, the Ferry departed 10 minutes late! This, however, was later made up following the landing on the Western Shore of the Lake. Shortly after, someone turned the water off and to everyone's relief the rain and drizzle stopped. The route then followed the Esthwaite Water banks and onto Hawkshead. Arriving at the top of Hawkshead Hill, bad visibility unfortunately marred what otherwise is a spectacular view over the Furness Fells. The run

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then took in Coniston and proceeded via Moorland roads to the Crossroads Inn at Broughton where members downed a welcome cup of hot coffee laced with brandy.

The effect of a cosy inn and an open fire and good company meant that departure for the lunch halt was, to say the least, rather late!

Consulting his programme, the Chairman found that the next section of the run would have to be conducted with a time penalty of some 15 minutes to meet the deadline of arriving at a secret destination precisely at 12 noon. This called for some quick motorcycling over Bootle Fell which provided spectacular views of both the mountains and the shore line. The 6 wheeler was despatched over a shorter route with the thinking that it would have otherwise held up the speed of the convoy. Of course it arrived ahead of the main party by quite a handsome margin - no mean feat in view of the territory over which it travelled and the time taken!

The main party arrived precisely on the dot of 12 noon at the little hamlet of Dalegarth where our specially chartered narrow-gauge steam train headed by 2-8-2 "River Esk" loco of the Ravenglass Railway lay awaiting us.

With bikes parked and kit stowed safely away, the party was conducted the 8 miles down to Ravenglass through some beautiful scenery by an expertly driven locomotive which occasionally provided those riding in the uncovered coaches with a form of its own rain showers!

Lunch was taken at the "Ratty Arms" which turned out to be a British Railway Station converted into a pub. After a goodly meal of Lakeland Sausages and Salad together with good ale, members returned to their machines but this time the train was hauled by a diesel locomotive "Shelagh of Eskdale" built by Severn Lamb Ltd of Stratford-Upon-Avon.

It was interesting to note that the Ravenglass Railway is the only one completely controlled and signalled by radio and how well it worked! The split second timing of locomotives arriving at passing loops was quite astonishing.

The return to Kendal was via the Hardknot and Wrynose Passes. The Hardknot now has the reputation of being the steepest pass in Europe and, indeed, few would argue after navigating the one-in-three hairpin bends streaming with water and with on-coming traffic to contend with to boot!

The view from the top was, to say the least, breathtaking. The rain had cleared the air and visibility was unlimited. Sunshine added to everyone's enjoyment and the remainder of the day's run was conducted in ideal motorcycling weather.

Everyone agreed that this area has marvellous motorcycling country and voted the route as one of the best yet, so many thanks to all those members who wrote advising on routes etc. following the last News Letter.

On the Saturday evening a pleasant day's riding was followed by an equally enjoyable and well-presented dinner, after which a magnificent raffle took place - with prizes far exceeding any raffle so far. Grateful thanks on behalf of the Committee to Members who provided the wine and liquors for both Friday and Saturday (Gerald Davidson, Frank Perris, Derek Strachan and

Tim Wassell) and to those people who donated raffle prizes as follows:-

Seat Belts - Britax; Key Holder, Electronic Lighter and Electric Clock - Kawasaki; Motorcycle Book - Tim Wassell; Sports bag and 2 Road Atlases - Peter Sheen; 1 Super open-faced helmet - Norman Aubury; 2 Electric razors and 2 gymnastic chin bars - Puch. These prizes were supplemented with bottles of spirits provided by our member in Paris, Edward Wilson, Mike Jackson and Peter Sheen and a load of beer from Bert Greeves.

An excellent raffle indeed and one which produced a magnificent £44 in the kitty!

Thanks also to Gerald Davidson from Honda and to Nick Jeffery for the magnificent machines which were so kindly provided for members. Thanks too to Fred Green and the crew of the 6 Wheeled Pinzgauer so expertly driven.

Your Chairman unfortunately had to dash away on the Saturday night due to an emergency at home and the Chair on Sunday was taken by Bill Smith in his absence. The club funds were reported to be in a healthy situation and rapidly approaching the target set by the Chairman of £250. Frank Perris was admitted to full membership - welcome Frank!

The Spring run dates agreed were the 27 - 29 April 1979, so please do book them in your diaries now. Further information on the venue etc. for the Spring run will be sent in due course, but meanwhile, the Committee hope that you all enjoyed the Club Christmas card - we have a few more surprises up our sleeves for April!

All good wishes for a very successful and happy 1979 and looking forward to seeing as many of you as possible in April.

P R T SHEEN
CHAIRMAN