



A club formed to stimulate discussion and a closer understanding between manufacturers and importers of motor cycles, scooters, mopeds, side cars and three-wheelers by meeting and riding together socially. Membership 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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MOTOR CYCLE INDUSTRY'S EXECUTIVE CLUB MEETING 3, 4, 5 OCTOBER 1980

The autumn meeting was based at the Pendragon Hotel, Portsmouth with the following in attendance:-

D W Norton, R Norton, P Goodman, M Riley, F Ferris,
J W Harrisson, W Smith, M Jackson, M Paul, M Knight,
T Waterer, D Mitchenall, H Palin, I Davies, F Green,
D Wood, D Upton, B Greaves, P Sheen, A Goodrick,
T Wassell, B Jones, R Trigg.

Guests:-

M Vickers, R Lindup.

The 10.00 hours ferry from Portsmouth to Fishbourne saw some 21 machines but back-up car and trailer arriving in the Isle of Wight almost bang on time and to the first burst of sunshine of the day.

The run on the island was via Newport, East and West Cowes including views of the British Hovercraft Factory and sampling the delights of the floating bridge. Early morning coffee was taken on the seafront at Cowes. (Other beverages were consumed by some!) This visit was followed by a quick dash into the interior of the island to look at the preserved steam railway headquarters and then, via some superb motor cycling roads and a small trail park (!) to the Propeller Inn at Bembridge for the lunch. The road over the top provided quite extraordinary views and one could see the entire island bathed in autumn sunshine.

Members were delighted to welcome Peter Bolton and his crew who flew in to join the club that morning from Nottingham. After a very nice buffet lunch, members rode 1/4 mile to the Norman Britten Aircraft Factory at Bembridge where we were warmly welcomed and conducted on a tour of the factory for just over one hour. This proved to be very interesting and it took quite a time to round-up members for a final briefing before departing for Yarmouth.

The schedule was a tight one with members having just under 3/4 of an hour to get from Bembridge of the Eastern side of the island to Yarmouth on the Western side, in time to catch the 16.15 ferry. (Sealink insist on machines on hand at least 15 minutes before departure). The urgency of catching this ferry was underlined by the fact that there was not another

ferry with sufficient space to take us until the following morning! All was well and everyone arrived in good time - albeit not at the same time! The road from Bembridge to Yarmouth over the "spine" of the island provided great fun and lots of good motorcycling. The ferry to Lynmouth had a bar which members made full use of during the short crossing, and the run from the coast back to the hotel conducted through the New Forest and on motorways at a rapid rate of knots so as to ensure that cocktail hour was not missed.

Once again, the evening's raffle following dinner was quite extraordinary and on behalf of the committee, I would like to thank everyone most sincerely for the very generous high quality gifts made available to the Club, and at the same time thank those members who were unable to be with us but who very generously sent donations. The combination of both the gifts and the donations increased the treasury by nearly £50. Thank you one and all.

The Club funds I am happy to report are healthy even allowing for the cost of the ferry to and from the Isle of Wight. Many old faces were missing on this particular run including Norman Aubury and Bert Perrigo but we hope to have them back in the fold with us by the next run. Our thanks must again go to Honda, Kawasaki and Suzuki for the loan of machines used on the run and to Fred Green and his Puch team for the transport arrangements laid on to ensure that the Kawasaki and Suzuki machines reached Portsmouth in time for the run.

The next meeting will be held in South Wales and will be based in the Tenby area. Hugh Palin has kindly agreed to undertake the preliminary bookings etc. and we would ask you please to note that the dates have been set for the 8, 9 and 10 May 1981. WOULD YOU PLEASE NOW MAKE A NOTE OF THIS IN YOUR NEW 1981 DIARIES.

It is appreciated that these dates are much later than usual but members will no doubt recall that at the latter part of April (our usual meeting time) the Motor Cycle Show at Birmingham is due to be held and therefore, the 8, 9 and 10 May would appear to be the earliest time that the run can be organised next year.

The spring meeting will also include the usual annual general meeting and a formation of the new committee. I do hope that all of you will ensure that these dates are booked in your diary now and that you will do your utmost to support us on the next run which should be very interesting and most enjoyable.

Good news - Maurice Knight has agreed to become Vice Chairman of the Club so that we now have our next Chairman elect!

A catalogue of Club items is enclosed. All purchases benefit the Club 100%. The "pin" head lapel badge is very attractive and good value and is certainly quite a conversation starter too!

I have enjoyed my four years as Chairman of "The Club" and I would like to take this opportunity of thanking you all for your most generous help and enthusiastic backing. I look forward to meeting as many of you as possible next year but in the meantime, all good wishes and kind regards.

Yours sincerely,

A handwritten signature in cursive script, appearing to read 'P R T Sheen', written in dark ink.

P R T SHEEN
CHAIRMAN