



The Thirty-ninth Club Run based on Ludlow, Shropshire, May 1982

A WEEKEND LIKE NO OTHER

WITH A GATHERING OF FOUNDER MEMBERS

The Club weekend at Ludlow was unique, and one never to be repeated for among members was the elite of the British industry some, unknowingly, on their last run. Bert Greeves, MBE, Bert Perrigo (Mr BSA), John Nelson (Mr Triumph) while sitting in the sun at the Bridgnorth Motor Museum were addressed by a polite young man who had no idea who or what they were and certainly no knowledge that they were Founder members. Was he suitably impressed when told? Possibly. In the museum at the time were other Founders: Mike Riley (Mr DMW), Bill Smith, Hugh Palin MBE, TD. and Doug Mitchenall. Triumph's design engineer, Brian Robinson had also turned out. Pictured in these pages are many others whose names may no longer figure in the current membership. But look at the photographs you may see a face familiar to you.



Founder Mike Riley (Mr DMW) downs a drop of real ale,



At the cafe stop Bill Smith got his heart's desire--a trip round the car park on Jeff Clew's 350cc Douglas while Jeff and Bert Greeves looked on. NHT669 ,a Mark 111 Douglas, had a remarkable chequered career including being ridden round a field by children until it expired then set on fire. Rescued by Jeff and restored with 15,000 miles recorded in his keeping



Jeff's Douglas wafts him along. The 350 flat twin design made Duggies easy starters with a surprising turn of speed, at one time claiming to be the fastest three-fifty money could buy. Jeff became editorial director of Haynes Manuals and wrote the first half dozen manuals himself.



Ivor Davies. His eye for good publicity augured well for Triumph especially as they had many fabulous models to attract customers such as the Tiger 100 and the Thunderbird. But for this run Ivor rode the popular Tiger Cub.



The Triumph Cub was a nippy 4-speed 200cc single. Works bikes were reputed to approach 90mph. Suitably modified they became exciting, efficient and award winning trials bikes.



1. Full face helmets are a most effective disguise. Bob Reynolds sports the yellow full face, but who is his companion?



2. Full face helmets are *de rigueur*. Dennis Upton astride the motorcycle while red helmeted Fred Green prepares to throw a leg over.



Mike Vickers was crutch-borne until recently. Having recovered He poses for a reminder photo while invalid Dennis presses the shutter



Bob and Derek Norton: Derek was an ignition expert working for Lucas, while son, Bob, went into the manufacture and supply of wiring looms for the vintage motorcycle market. The rear view is of Mike Jackson extracting his riding gear from Bill Smith's car



^{Jones}
Brian Robinson (Triumph) at this date still at Meriden with the last designs launched early in the year in London. In the background Old Mike J kickstarts his machine.



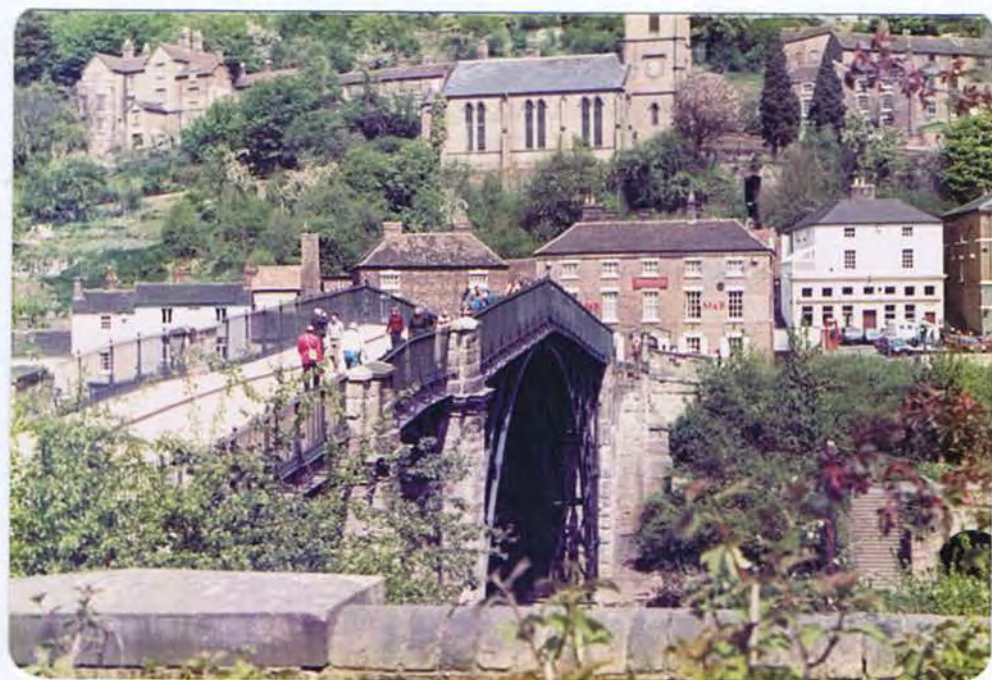
Fred Green still working for Peter Bolton and the Steyr-Daimler-Puch brand rides with fellow work-mate Dennis Upton



Former Service Manager at Triumph, and probably the most knowledgeable chap on the Meriden bikes, John Nelson also brought a Cub, but this example with The Prince of Darkness/magneto/coil—or whatever—called it a day right in the middle of nowhere.



John, with Ivor's help, found a friendly farmer's wall, hoicked the bike over for Sunday morning. rescue. *(We know the farmer was friendly as the Cub was still there)*



Members begin to stroll across the bridge. Not the best view of this famous structure



Crossing the bridge are (from left) Dennis Upton, Mike Paul, Mike Vickers (blue gear), Doug Mitchenall behind his shoulder with David Dixon next to Doug. Foreground figures are Maurice Knight (red gear) behind Bob Trigg (run organiser), Jeff Clew astern of Bob with Ivor Davies and John Nelson further back



There's plenty to see while enjoying the spring sunshine. Jeff Clew, David Dixon, Ivor Davies and John Nelson



Ivor and John are joined by Partitour founder, Kern Craven.



Meriden Triumph design engineer Brian Robinson shares the moment with a dancing Martyn Roberts.. Only an hour or so later the Triumph pitched Martyn onto the road resulting in a broken collar bone..Later in the 1990's Martyn as chief engineer at Hinckley Triumph was architect of the new modular range of 750, 900,1,000 and 1,200cc models and designed their engines and chassis.



Former ISDT man, Mike Riley on his transverse twin Moto Guzzi arrives at Red Marley (location of the famous hill climb). Behind him Mike Jackson chats to Bert Perrigo. Mike Riley was one of only two riders ever to win all four capacity class cups in the Scottish Six Days trial. In a 13-year run he gained an award on every occasion. His DMW was the first and sole fully sprung motorcyle, in the 1947 "Scottish" winning him a first class award..



Hugh Palin then serving as chairman of the Motor Cycle Association, also arrives at Red Marley



Peter Sheen with passenger Ken Craven passes Bert Perrigo who is pointing out the lie of the land that is Red Marley to Mike Jackson, himself no mean climber of hills when astride a works Greeves scambler



The main body of riders arrive at Red Marley



No doubt about it Red Marley was an attraction so former hill climber, Bert Perrigo, is shown identifying the line of the course to Bert Greeves (arm raised pointing), Jeff Clew, bearded Nick Jeffery, helmeted Hugh Palin and blue jacketed Bob Trigg



"I used to take off there and change gear". Bert recalls the famous 1 in 1¼ hump..A highly successful competition rider often on BSA he was an automatic inclusion as a competitor in the British Experts.. He was a member of the Trophy-winning British ISDT team in 1932 before joining BSA .Over the years he created and managed their highly successful trials, six days, and moto-cross teams. Club Founder member In 1963.



Bert's Perrigo and Greeve with Bill Smith. The trees in the background hide from view Red Marley hill climb. Since then a new course has been created a bit to the left round the hill for an annual Easter Monday event.



Dennis Bates took the opportunity and the ever-helpful Bert Greeves took the camera to photograph Bert and Bill. Dennis had suffered a busted leg on 21 December the previous year and spent the festive season in hospital with no outside world contact as the mobile land line had broken down and British Telecom were.....well, enough said on that score! (*mobile 'phones were still half a decade in the future*)

Who took part

Bert Perrigo *Founder*

Doug Mitchenall *Founder*

Mike Riley *Founder*

Bob Trigg *Organiser*

Fred Green *Archivist*

David Dixon

Jeff Clew

Wilf Harrison

John Nelson

Mike Paul.

Derek Norton

Martyn Roberts

Peter Bolton

Dennis Bates

Bert Greeves *Founder*

Hugh Palin *Founder*

Bill Smith *Founder*

Ivor Davies *Treasurer*

Mike Jackson

Peter Fraser,

Maurice Knight

Ken Craven

Brian ~~Robinson~~ Jones

Nick Jeffery

Bob Norton

Mike Vickers

Dennis Upton

Ted Wassell



The outdoor industrial museum is where the group was photographed. This is really two photographs grafted together in the days prior to the advent of the do-it-all computer





Derek Norton on his Triumph setting forth from the industrial Museum car park



Whatever the content of the discussion between Mike Paul (Honda's advertising agent) and Mike Jackson, Jeff Clew did not want to hear or contribute to, or so it seems . Perhaps it was the local beer.

The thirty-ninth Club Run

Organisation was in the hands of Bob Trigg who set up a route that was both enjoyable to ride in bright sunny weather, and took members to major attractions.

Most people had heard of the hill climb at Shelsley Walsh so the first stop was at the entrance. As an event was taking place that was as far as the Club members could go but at least we had seen its location among the hills and apply growing region of Worcestershire.

Next was coffee, where Bill Smith tried a Douglas (see picture), then on to the famous Iron Bridge at Telford for a group photograph and a stroll around this famous structure. On the way the group visited Red Marley—the then defunct (now resurrected) hill climb where former competitor Bert Perrigo is captured on film explaining its joys and terrors. In store next was a visit to the outdoors industrial museum to wonder at the skill and inventions of those long past times before leaving to ride to Bridgnorth for the famous museum housing both motorcycles and cars from the early part of the century.

The hotel in the centre of Ludlow was a quiet haven where members enjoyed a splendid evening of good food, plenty of wine and much talk mostly about motorcycles, their design, manufacture and use.

There was plenty of that with so many founder member present representing both major and smaller manufacturers. Bob must have been at the forefront of the discussions having been involved with many projects—the ill-fated 250 BSA racer, the 250 Gold Star concept, the 4-cylinder development of the Ariel Arrow also Norton's isolastic engine mounting and many other schemes before moving to Amsterdam and a design position with Yamaha.

My thanks to Old Mike Jackson, John Nelson and Bob for valuable information so that twenty three years after such a glorious and enjoyable motor cycling experience this report could be added to The Club's archives.

Dennis Bates, Bromley, September 2012



The Club