

The forty-fourth run based on Blandford Forum (5/7 October) included a visit to the tank museum at Blandford and a trip around part of the old road race circuit contained within the museum grounds. For the forty fifth run (26/28 April) the theme was riding trikes and quads on the hilly countryside of Wiltshire with disastrous results for those used to a lifetime of solo motorcycles.

A trip north to beautiful Richmond in Yorkshire and the second highest pub in England took place in October. After the pub followed a descent into a pothole, then cream tea and a ride along splendidly traffic-free roads back to base at The Kings Head Hotel.

FORTY SEVENTH RUN 25/27 April 1986 The Benares Hotel, Minehead



Top: Target shooting entered the lists, and a purposeful Lord Denbigh strides out to the range. Bob Norton--hand to mouth-- appears to be commenting on their military bearing to Alan Blake and Triumph expert Norman Hyde in standard relaxed posed. Mike Jackson has his back to camera.



Douglass Austin (Norton) takes aim, watched by (left to right) guest Arthur Wheeler (MGP star and trials rider), Nick Jeffery, Shell's Tom Warburton, Bob Trigg of Yamaha Europe, an instructor, Hugh Palin, Mike Jackson and, towering in the background, Nick ROBERTS (RPICM)



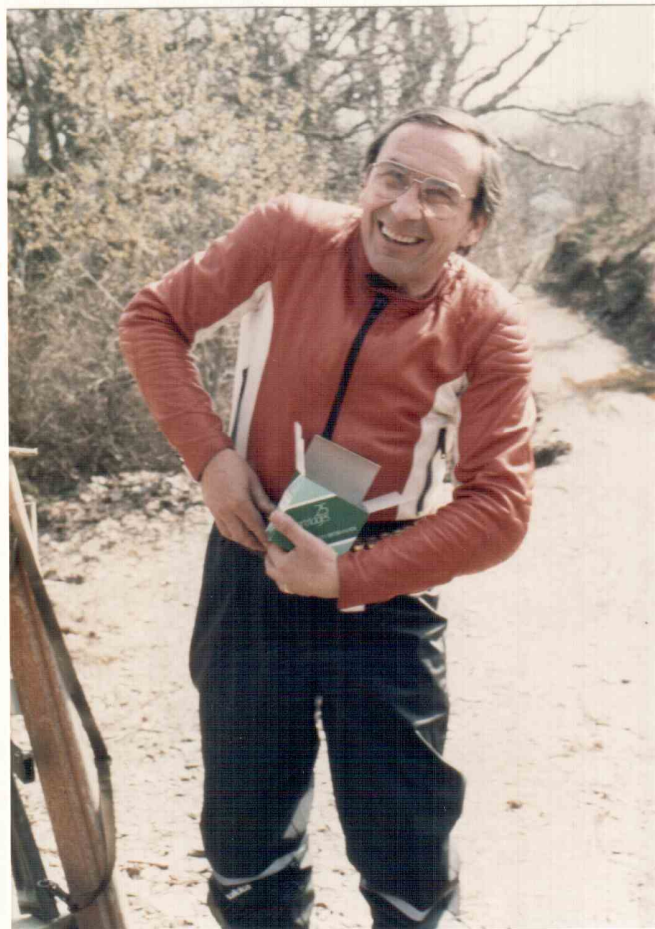
Above: Bareheaded Maurice Knight kicks a very desirable AJS CSR into life, Doug Austin beams behind the screen of the police model Norton, with Morini-importer Wilf Harrison right behind. On the other Norton is Tony Denniss, behind him Bob Trigg. Dennis Bates in foreground moves aside just sufficiently to reveal the V-marked helmet of Arthur Wheeler.



There were other country pursuits on the day, here demonstrated by Mike Jackson.



"Here, Rollo, try one of mine". Bob Norton offers a cartridge to MCA President, Lord Denbigh at a critical point in the shoot.



A West Country study: Alan Blake (Avon Tyres)--the meatier the machine the better Alan enjoys things.

The Forty eighth run for the weekend of 3/5 October, based on Lichfield, was one of those days. Instead of autumn sunshine and golden leaves fog and mist blotted out the landscape and prevented photography.

By contrast the forty ninth run held at The Milton Manor Hotel, Milton, near Tenby over the weekend of 24/26 April enjoyed superb spring weather. A boat trip to a remote bird and seal populated island was included, and the local mobile police patrolman joined in (officially) for most of the day.

FIFTIETH RUN 16/18 October 1987 Three Ways Hotel, Mickleton



The day after 'The Great Storm' but damage not too much in evidence in the beautiful Cotswolds. Jeff Clew's, immaculate and very original 1947 trials BSA including the rare tank mounted speedometer, suffered a puncture within 2 miles of the start, closely followed by a fractured coolant pipe on Derek Norton's Aston Martin. The RAC Scout accompanying the tour deftly fixed the latter (The Coke bottle is part of his repertoire of equipment), but pronounced himself unable to tackle a 400x19 Dunlop Trials Universal with two security bolts.



Now we all know how Haynes achieved such international fame, 'tis through using normal tools and natural conditions (like the village square). But Jeff who wrote the first ten manuals showed everyone how to do it. Here he demonstrates the stages to (left) Dennis Bates--no novice at tyre changing--Mike Riley, David Martin (Harley-Davidson), Bob McMillan (Honda) and former Greeves trials rider, Mike Jackson (Andover Norton).



QED. The Beesa, resplendent again and Harry Louis talks technicalities with Jeff, while Bob McMillan ponders how anyone ever campaigned such a heavyweight. In the background Tom Waterer tries his hand at the left (hand, foot?) kick-start of the Rotax-engined Matchless on loan to Ken Craven. Admiring the technique are Maurice Knight, Ken and Nick Jeffery.

Below: The pub in Northleach where lunch was held, where Jeff repaired the BSA's tyre and the villagers watched in amusement. What always intrigues people is the variety of machines from pre-war British motorcycles to the very latest state-of-the-art from Japan, Germany and Britain. And also, let it be said, the age of the riders—young senior executives to retired captains of the industry. Standing behind the machine in the centre is Les Williams, creator of the legendary 'Slippery Sam'—the Triumph which won the Production TT no less than five times.



Above: A closer look at the Matchless ensemble. The white BMW and Steib sidecar was driven by Wilf Harrison on loan from member, Ron Watson.



A privilege accorded to few people is to enter the courtyard of the Broughton Castle, near Banbury, stately home of Lord Saye and Sele where tea was taken. Norman Hyde, the run organiser, only does things in style and here members parked their machines in the quadrangle before the great hall. Lord Saye and Sele and his son, the Hon Richard Fiennes, personally conducted members on a tour of the castle which included the 'room without ears' where the plot to start the Cromwellian Civil War was hatched.

