

THE CLUB

This is The Club as seen by founder member Bert Perrigo

Shortly before the last war I remember being told to attend a race meeting at Donington Park but I must ride a motorcycle to the event and meet the rest of the BSA party at the Royal Hotel, Ashby-de-la-Zouch. On arriving at the hotel car park I found it full of Daimlers, Bentleys, Humbers, etcetera. What happened was all the VIPs of the industry had arrived in their cars and were to proceed to Donington by motor cycle, passengers in sidecars or on the pillion. The arrival at Donington was well publicised, being met by the press. This must, I think, have sown the seed in someones mind which bore fruit in 1963 when the run from Alvestone Manor, Stratford upon Avon to Silverstone, was organised. That someone could have been the late Arthur Bourne (then editor of The Motor Cycle), the late Vic Mountford of Royal Enfield, or Hugh Palin of the Industries Association, or, as thought by some, by the Cycle Centenary Club.

The first serious event was the one sponsored by our friends British Petroleum Company, starting at Swansea to their refineries at Angel Bay, Milford Haven and back to Swansea; the buffet lunch provided by BP was something to be long remembered. This run, I think, was the longest we have ever had but nonetheless very enjoyable. Since then The Club has organised meetings in the spring and autumn every year.

This precis can only mention the outstanding places visited and events witnessed. One I recall was to the horse racing stud stables at Newmarket where we witnessed a thoroughbred mare being covered (to use the professional term) by a stallion; the preparation of both animals in regard to cleanliness took about thirty minutes, which included the introduction of the mare to the stallion by the rubbing of noses. The climax of the event could only be measured in seconds rather than minutes. We were indebted to our late friend Shorty Hallen--the well-known motorcycle dealer from Cambridge--for this experience.

Another most interesting trip was to Bristol where we were privileged to look over the first Concorde in the last stage of assembly--undoubtedly the finest and fastest plane in the world. In the afternoon we visited the berth where the ss Great Britain was being restored after being raised from the ocean bed off the Falkland islands and towed back to Bristol and the dock in which she was originally built by Isambard Kingdom Brunel in 1845. Two outstanding items in one day.

In this short resume it is only possible to mention just a few of the places visited which must include the trip to Holland; the boat trip round the canals of Amsterdam and the walk in the evening to see the night life of this town.

Past Chairmen and committees have up-dated our rules of membership necessitated by the decline of the British motor cycle industry and recognising the valuable contribution made to the club's continuity by the importers while retaining the original objectives: Rule 2 OBJECTIVES. The objectives of The Club are to stimulate discussion and a clearer understanding between manufacturers and importers of motorcycles, scooters, mopeds, sidecars and threewheelers, by meeting and riding together socially.

FOUNDER MEMBERS

Norman Aubrey	Industries Association
Ray Bicknell	James
Jack Booker	Enfield
Roger Boss	Enfield
Arthur B Bourne	Iliffe Press (The Motor Cycle)
Eric Brockway	Douglas Vespa
Denis Cooper	Industries Association
Robert Fearnon	BSA
Bertie Goodman	Velocette
C E Goodman	Velocette
Bert Greeves MBE	Greeves
John Hickson	BSA
H Geoffrey Jones	Villiers
Doug Mitchenall	Avon Fairings
Vic Mountford	Enfield
Hugh Palin MBE	Industries Association
C W T Parker	Triumph
Bert Perrigo	BSA
Mike Riley	DMW
Bill Smith	Associated Motor Cycles
Edward Turner	Triumph
Jack Wickes	Triumph

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