

The VMCC West Wilts Section End to End Charity Run – September 2013

Diary Compiled by Peter Fielding

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Introduction - VMCC West Wilts – John O’Groats to Land’s End Run – September 2013

In September 2013 the West Wilts Section of the VMCC will be doing a sponsored charity ride from JoG to Lands End in aid of PARKINSON^{UK}. There will be around 40 bikes with 50 or so riders and pillions. I have started his blog in May 2013 to record the preparations for the event, personal and mechanical. I will also be reporting how we get on once the ride begins – as and when I can get an internet connection.

At present all I know for sure is the identity of the hotels where we will be staying; routes are not normally handed out until the night before each section. The maps below show the general route I think we will be following based on previous runs. Since all the bikes involved are likely to be old classics and doubtless some of low capacity, there will be no motorways.



General Format of the Event

Let me state up front that this is not a ruffy tuffy minimalist race to set the fastest time from end-end. Quite the opposite, we will take 6 riding days with a rest day half way doing roughly 180 miles per day and staying at reasonable hotels on a half board basis. This is meant to be an enjoyable holiday; not luxurious but certainly comfortable and the itinerary is designed to allow plenty of time for fund raising opportunities (aka coffee stops). The old bikes do the hard sell for us in most cases. I should also add that everyone involved in the run is paying all their own expenses. Every penny raised will go direct to PARKINSON^{UK}.

The participants meet at Wick on Saturday 7th September staying the night at Mackays Hotel (if you are into Trivial Pursuits, the hotel dining room entrance is on the shortest street in the world according to the Guinness book of Records). Some will have ridden up but the bulk will probably arrive by coach with their bikes being delivered by

lorry. This latter may seem a bit wimpy but bear in mind that most of these riders will be coming from South West of the UK, the bikes (and most of the riders) are old and slow so would require 2-3 days do the trip comfortably as well as the associated hotel & fuel costs. All in all sending the bikes ahead by lorry and taking an overnight coach (with two drivers) does make sense especially as the bikes at least start the run in top form (but see below). A backup van with tools and a couple of spare bikes is also provided. This is always the last to leave each day and invariably the last to arrive at the next destination. Speaking from personal experience of the backup job, sometime it's very late.

The lorry will normally set off on the preceding Thursday and arrive at Wick by Friday evening so the bikes can be unloaded early on Saturday morning. Saturday is spent checking the bikes over and the keener ones will ride up to JoG to test them out. I was amazed last time I did a similar event at the number of bikes that had been loaded with known problems and the amount of make do and mend taking place in the yard only hours before the start.

Each evening time is spent with maps checking the route and making additional notes where needed. You don't have to follow the route as the destination hotel is already published for the whole week. However, the back-up van will only deal with problems on the route so you divert at your peril. The stopping points are:

Day 1 - Sunday 8th Sept – Premier Inn Inverness.

Day 2 – Monday 9th Sept – Premier Inn Queensferry (Edinburgh)

Day 3 - Tue/Wed 10th & 11th Sept - The Kings Head, Richmond (two nights)

Day 5 - Thursday 12th Sept – Tillington Hall Hotel, Stafford

Day 6 - Friday 13th Sept – Express Holiday Inn, Taunton

Day 7 – Saturday 14th Sept – Land's End Hotel

Day 8 – Make your own way home – This time under your own steam, no coaches or lorries.

Preparing for the Trip - Sponsorship

However good the cause I don't really like asking people for money and the old method of getting sponsors to commit, then going back to collect afterwards is painful. Being retired means my circle of acquaintances is quite limited. Most of my friends are in the local VMCC section, many of them are taking part and it is not really fair to expect the remainder to sponsor us all. Therefore I am going to have to rely mainly on the opportunities that arise during the actual ride. I have also set up a money giving web page at

<http://uk.virginmoneygiving.com/team/WestWiltsFlyers> I will shortly be emailing everyone I know plus some of my wife's friends with details of the ride and the web site. Never tried this before and no idea how successful it will be but even a few pounds raised is better than nothing. I have set myself a personal target of £250. As a group we hope to make at least £10k which will bring the total of charity sponsorship for such events to over £100k since the first one in 1992.

Tuesday 6th August 2013. I am astounded at people's generosity. I sent out an email about the trip to virtually everyone in my address book during the evening of Monday 5th August. When I looked at the web site on Tuesday lunch time there was £155 already donated and with the Gift Aid from the tax man, this equates to nearly £200. In addition I have received a number of very supportive emails from other people promising to donate so it looks like I will reach my initial target fairly quickly. Now I have to go!

Friday 9th August 2013

Sponsorship up to £200 on the Virgin site – equivalent to £250 with Gift Aid and I have another £15 in cash so overall I am doing well thanks to my friends generosity

Monday 12th August 2013

Target of £250 reached today which amounts to £305 with Gift aid. This included the cash I had been given which I donated anonymously but put the contributors names in the message. Sadly done this way no gift aid can be claimed so personal direct contribution is definitely the best way.

Thursday 22nd August 2013

Total raised on the web site is now £315 which grosses up to £383.75 with gift aid. I also have another £130 in cash & cheques from other kind folks. Happily I have been told how to complete the paperwork to allow gift aid to be claimed from cash gifts so that will add another £18.75. Looking good.

Monday 2nd September 2013

Web site now up to £345 (£413 with Gift Aid) plus £145 in cheques and a number of other donations which will be collectable after the run is completed. Looks like I will raise over £700 which I am very happy about.

Monday 16th September 2013

Still some final accounting to do but it looks as though I have raised close to £750 for Parkinson – pretty happy with that and many thanks to those kind souls who supported me.

Preparing for the Trip – The Rider

Not really much to say under this heading as yet. Main thing is to keep fit and avoid any injuries which might prohibit taking part. I have had trouble with my right knee for some time and had keyhole surgery on it in April. All now seems well and I have been riding bikes with no problem since May. With the experience I gained over 1000 miles on the club holiday, I have purchased a special padded seat. Hopefully this will avoid sore b*m syndrome.

In practise the seat worked fine and my only real problem at the end of the run is a very stiff neck, no idea why but I am sure it will soon pass.

Preparing for the Trip – The Bike

Right now I am not sure which bike to ride. I guess I am lucky that I have several which are fully capable of doing this trip and all fall within the VMCC umbrella of being 25 years old or more. The choice includes:

BMW R75/5. Plus points, reliable comfortable tourer. Minus points, not so good on fuel, perhaps not grand enough to command much attention for sponsorship and possibly just too easy.

Matchless G11 - 1958. Plus points are it seems reliable, very pretty and will catch people's eye on the road, better than the BMW on fuel. Not the most comfortable of seats and I am not sure I want to put 1500 miles on the clock of my latest toy in one go.

Ariel VH500 - 1956 In some ways the ideal bike, quite economical, comfortable and would attract the right sort of attention on the trip. However, I am not sure about its reliability; I have not had it long, it was a gift from recently deceased friend and I have only ridden it in a few local runs mainly for the sake of Mike's memory. Mike was my riding buddy on the 2009 E2E and he only managed 70 miles on his BSA B40 before it developed terminal clutch slip and spent the rest of the trip in the backup van. It would be nice to get one of his bikes to complete an E2E. However, it needs attention to the clutch and the gearbox leaks oil. To be a contender it needs attention and I am not sure I have enough time to do the work before September.

Honda Revere NV600 - 1988 Without question the bike I would use if there were not constraints. It is fast, comfortable, reliable and very economical. It does just meet the VMCC 25 year rule but is not really a classic in the spirit of this particular event so unlikely to be used.

MZ TS250/1 Supa 5 1980. This bike is a veteran of a number of longer runs and satisfies all the requirements of the rider. Perhaps it's only downside is that it does not have the appeal that a British bike might have to attract sponsorship.

MZ ES250/2 Trophy - 1970. I have just finished a makeover for this bike and its currently being run in. In terms of reliability and comfort it's fine. Fuel economy is a bit questionable which combined with its small tank and premix engine could make things interesting. Though not British, its quirky looks could be appealing. A strong contender.

MZ TS150 - 1978. As the name implies this is the smallest of my selection. Its plus points are economy, a comfortable riding position and proven reliability. Being a small bike makes it more of a challenge in terms of donated sponsorship but the 250 mile ride home might be tedious. That said a friend has just done an E2E both ways on just such a bike in less than a week. Overall an equally strong contender.

MZ ETZ250 1988. This bike was only purchased in June and is still undergoing tidying up. It is fitted with a TS250 motor which came out of my Blue TS250 and is a veteran of many long runs and holidays. It is a strong contender but is perhaps too similar to the ETZ250 special that I used in the 2009 E2E.

Shortly I will have to make the decision and start preparing the chosen bike (with another as backup).

Progress Reports

Saturday 27th July 2013.

Letter arrived today from Bob Fisher confirming the arrangements for bike transportation and the bus to take us to Wick. It also included a request for payment of the balance so a cheque for £695 is now in the post. In many ways it would be sensible and cheaper to just give a big donation to our charity and not bother with the ride but where's the fun in that.

Sunday 28th July 2013.

Only 6 weeks to go and Bob's letter reminded me that I have not really done anything positive to prepare for the event. Reviewing the list of potential bikes above showed that three of them have already removed themselves from contention which at least makes the list shorter. The Matchless G11 developed magneto trouble on the Weymouth Week in May and I am still waiting for the magneto to be returned. The ES250 MZ Trophy has a nasty knocking noise from the bottom end which I think is probably the big-end on its last legs so it too is out of contention. Finally (I hope) the R75 has an intermittent electrical fault which has stopped it dead three times recently. Each time I have got it going again without finding anything actually wrong. It's almost certainly a loose connection somewhere in the headlamp but until I have positively identified the problem and fixed it, the bike is strictly for local journeys only.

I think the short list is really down to two now, the Ariel and the TS150. The latter has not been used for months but started first kick the other day and sounds really sweet. Preparation is really down to an oil change for the gearbox and gathering a collection of spare cables, an inner tube a coil, a set of points and a rear chain. I was tempted to fit the new chain but the present one has only done about 2500 miles and has an easy life on a small bike with full chain enclosure. The Ariel has been used on a number of VMCC runs amounting to over 500 miles without any issues. It starts easily enough and my knee has recovered well from the surgery. I do have a concern over the clutch which seems to only take up drive at the very last moment making pulling away a bit clumsy until you get used to it. I did strip the clutch and found nothing wrong although one of the plates has corks which are a bit worn so I will probably replace this and the springs just to be sure. It also has a gearbox oil leak but it's not too bad and I will just have to top it up each day. Both chains have less than 2500 miles of use so a couple of links, a set of cables and an inner tube should be enough in the way of spares.

Wednesday 31st July 2013

The Ariel was hauled out of the shed today and put onto the bike lift in the workshop. This necessitated a major switch round of bikes so took a while. First priority was to fix the weeping timing side cover. A session with some emery cloth on a surface plate seems to have removed the bowing which was likely the problem and the cover is now back in place. Time will tell if it's cured or not. Next job was to remove the tank so that I could check the tappets. Neither had any measurable clearance so they have been set to 0.006" inlet and 0.008" exhaust. Don't think any damage has been done and since both were overly tight, I don't think it's valve recession from unleaded petrol. More likely someone had tightened the head down after its recent rebore (just prior to my ownership) and forgotten to reset the tappets; anyway I am glad I checked.

Next for attention was the leaking gearbox. I had done about 150 miles since it was last topped up. Careful measurement established that it needed between 3-4 fl ozs to top up. I decided that at this level it was best to leave everything alone and simply top it up at the end of each days run on the E2E which will be around 150-180 miles. The clutch was next on the list of task and was partly stripped down. One of the friction plates is an old cork insert type and definitely past its sell by date though all the other plates were fine. None of the springs had the same length so a set of these was added to the shopping list. I then inspected my stock of cables to see if I had any suitable spares. Managed to find a throttle and clutch cable that were the right size. I added a front brake cable to the shopping list and placed an order on the Draganfly web site. Hopefully the bits will be here in a couple of days.

Finally I checked the brake adjustment as the front brake does not inspire confidence when used hard. Ariel brakes in theory are at the top of the food chain as they have a fulcrum adjuster to get the shoes to align properly. Currently the front makes an irritating squeaking noise when the bike is being pushed along though I cannot recall hearing it when riding. After playing around with the adjusters, I finally got both brakes seemingly working properly and without the squeak. Last act of the day was to buy a spare inner tube for the Ariel. As far as I can tell, once the clutch plate/springs are fitted, it will be good to go on the E2E.

Saturday 3rd August 2013

The bits from Draganfly arrived this morning and the clutch is now reassembled with new plate and springs. The new springs were a good ¼" longer and all exactly the same length so the old ones were obviously well past their sell by date. I have a s/s fetish so I popped down to my local bike shop and bought a few s/s nuts and bolts to smarten up the back end. Eye watering prices but it does look better. Moreover, the nut & bolt heads are now standard BSC/BSW head size so I won't need a whole selection of spanners to get the back wheel out in the event of a puncture. I will go over the rest of the bike to see if any more non-standard bolts have been used in places where they might cause trouble on the ride. The spare front brake cable is in the back pack along with the other cables so as far as I can tell it's now ready. I intend to ride the bike in the Somerset signpost rally on 11th August which should be a good shake down.

Curiously, the refurbished mageneto for the Matchless G11 arrived in the same post so in theory it is now back in contention. However, I am not sure when I am going to have the time to replace the magneto, set the timing and give it a shake-down run so its probably going to stay at the back of the shed until after the E2E.

Equally curiously, whilst at an Autojumble today I met up with Dave who is also doing the E2E on his Triumph TRW 500 twin. He also has a leaking gearbox and had reached the same conclusion that it was better to top up than risk stripping it at this stage. As our bikes will be well matched for performance (or lack thereof) we have agreed to ride together which will be good.

Tuesday 6th August 2013

A couple of small jobs today, I swapped the battery to make it look more original. The battery box is an old hard case Crompton which has the innards scooped out to fit two 6v batteries in series to give 12v. Of course it was not that simple, I had to find another ¼" whitworth screw as the original was not quite long enough. Anyway it is now fitted,

When testing it all I found the dip beam was not working so another headlamp bulb is now on the shopping list. The other job was to take a picture of the bike which is shown below:



Friday 9th August 2013

Fitted an extra wing mirror to the bike today on the near side and topped it up with petrol for my test run on Sunday. I also added a small dollop of Castrol R to the petrol to see if it creates that wonderful smell. The dip beam is working again fine so quite what was wrong the other day is unclear.

Sunday 11th August 2013

Some good news rather overshadowed by a piece of bad news. For the first 25 miles or so the Ariel ran really well whilst doing the Somerset signpost Rally. This entailed a mixture of roads with frequent stops to check navigation or find the answer to the clues which proved you had found the right location. Bike started first kick every time and sounded really sweet. Only a few drops of oil noticeable at the first four checkpoints, but when I got to the fifth I noticed the side stand was really wet with oil and I could see it dripping in a steady stream as the engine was ticking over. I whipped off the oil tank cap and sure enough, there was no evidence of returning oil and by now the exhaust was smoking badly. Clearly something had gone wrong with the return side of the oiling system. The picture below shows the size of the oil slick resulting from only a couple of minutes of running.



Whatever had gone wrong happened in the space of perhaps 5 miles between controls 4 and 5. Nothing I could do at the side of the road and the oil tank was virtually dry so riding it further was out of the question. I reluctantly phoned Phil, the clerk of the course who kindly volunteered to bring his trailer and pick me up. The saving grace was that I had towed the bike to the start/finish at Creech St Michael so I was able to get home without any further problems. Though annoying, it could have been far worse as riding the bike gave no indication of a problem so I could easily have driven till the oil was gone and then seized the motor big time. The gods must have been smiling on me (it was my birthday after all) as I still managed a creditable result in the Trial to keep my Western Region chances alive.

With the bike home, all I have done so far is removed the outer timing cover to expose the pump. No obvious issues apparent, the pump is complete and both plungers reciprocate as the engine turns over. When I disconnected the return pipe some oil was coming out of the return union so nothing obvious wrong. Time to consult my Ariel owner's manual.

Monday 12th August 2013

Well I am flummoxed. I studied the manual last night and avidly read up the Draganfly notes on the Ariel singles oiling systems. Basically it's a very simple dry sump system using plunger pumps. Of course just to make life a bit more interesting the factory had been experimenting with various changes between 1952 and 1957 to do with an extra spring and ball bearing. Predictably, 1956 was one year when they did away with this additional item altogether but reinstated it in 1957! However, as far as I could tell it was probably an irrelevance; according to Draganfly any model could be converted to any of the combinations and they did not make any specific recommendation as to which was best. Reading the other manuals, the only thing which did come through was that any dirt in the system or even dirty oil could cause problems of the type I was experiencing. Suitably confused, I systematically worked through the system this morning. The return pipework was tested and found completely clear, The pump was stripped cleaned and the ball bearing light tapped to ensure a good seat. The sump plate was removed and the filter cleaned. Oil was also pumped through the pickup pipe to the orifice on the crankcase where the pump connects and from the other orifice to the return union. I also tried to remove the plug in the flywheel to

clean out the sludge trap (oil purifier to give it the grand name in the manual) but did not possess a socket of the right size so this will have to wait until I can source one.

Nothing untoward was found other than the oil was pretty black. I thought I had done an oil change when I got the bike last October but judging by the state of it, perhaps not. More in hope than expectation, I put everything back together and started the engine and bingo the scavenge side was working perfectly. The exhaust was still a bit smokey, but I think this may have been residual oil in the silencer as it cleared after a ride round the block to warm the oil. I then drained what little oil remained in the tank and refilled it with 4 pints of SAE50. Ran the engine again for a couple of minutes to circulate the new oil and it was still scavenging fine. So all now appears well and I have no real idea why it decided to throw a wobbly yesterday. Perhaps the thing is so cantankerous that it even tells you when it wants an oil change! The other good news was that the oil level in the gearbox was still fine though I have only done maybe 50 miles since it was last topped up.

I have a run scheduled for Thursday involving a trip across the Imber ranges so I will use the Ariel to see if it performs ok. If not then the MZ is definitely looking the more likely prospect.

Tuesday 13th August 2013

As a precaution the MZ was dragged out of the shed this morning and given a checkover and service. Not really a lot to do except change the gearbox oil and grease the chain. Rode it round the block and it seems to be running fine so I am confident that I have a good backup should the Ariel problems continue. Maybe this was enough to shake the some sense into the VH500; I decided to take it for a 20 mile ride and it behaved impeccably. When I stopped for a chat and coffee, it leaked only a small spot of oil and restarted first kick. The general consensus amongst my VMCC friends is that there must have been some dirt in the oil which stopped the scavenge side non-return valve from working. Despite its heavy oiling the original spark plug worked fine today but just in case I bought a spare on the way home.

The only other concern is the front brake which is still a bit feeble. It seems ok when you test it in the garage but on the road it needs a heavy pull and is inclined to judder.

Thursday 22nd August

Not a lot to report. The bike has been used on a couple of short runs over the last week or so without any issues. Even the timing cover has stopped leaking. I noticed a slight rattle and found the primary chain was very slack so this has now been adjusted which of course meant the rear chain had to be adjusted as well. Also had another go at adjusting the front brake. Seems a bit better but they still doesn't inspire confidence when compared to more modern brakes.

Thursday 29th August

I have not actually used the bike since my last update due to other commitments. Has been started regularly though just to make sure the oil pump problem has not returned. A friend who is into Ariel's big time called round yesterday and I told him of my Torrey Canyon incident. It seems that this is a very common failure with Ariel's to the extent that the 'experts' normally carry a spare pump serviced and carefully wrapped ready to be swapped at the first sign of trouble. I doubt I will find a spare pump before I depart but knowing that the problem can occur I will be checking the oil return regularly to detect the problem before I lose all my oil. Fixing the problem when you know the cause is not that difficult even at the side of the road. Another friend sent me a link to a web site called Morgo who sell a replacement gear type oil pump for Ariel singles which apparently cures the problem. Not sure I regard this as a £200 problem though. Better to wait and see now I get on with the bike during the E2E.

Monday 2nd September 2013

The outline routes arrived by email on Saturday and I have been working on them off & on since then. I call them outline routes because they are very brief, listing major towns/villages along the way and the roads numbers. However, previous experience has proven the value of actually plotting the route in detail because often for example what appears to be one long road (e.g. the B3227 in Somerset) turns out to use bits of other roads during which time it may lose its identity for a period. I use a combination of ordinance survey maps and Google maps; supplemented by Google streetwise to do a virtual drive along any tricky bits. This enables me to read the actual road signs so I can record on my more detailed route what the signpost will say. This takes a bit of time but is well worth the effort when compared with riding an old bike round and round a city centre because you cannot find the exit road. I have attached the routes at the end of this document and will include maps as well in due course.

I also spent some time packing my suitcase today, mainly to see if it will fit and to help identify anything I have overlooked. I also had a look at the weather forecast for the weekend which currently only goes as far as Saturday midday. It looks quite promising in Scotland by then, let's hope it comes true.

The Run Itself

Thursday 5th September 2013

Trailered the bike up to Hathaway Transport in Royal Wootton Bassett today. The lorry sets off with its load around 12:30. Picture below courtesy of Don O'Donnel.



Slight hiccup over getting myself and suitcase to the coach. Original plan was for my wife to drive me over to Bill Little's farm but she has Labrynthitis which causes giddy spells and nausea with little warning so not really safe for her to attempt a 60 mile return trip on her own. Trying to get a lift with someone else but not looking good. Only other option is to ride one of the other bikes and leave it to be collected after the event. As a precaution I am about to re-pack all my clothes in the throw-over bags.

Saturday 7th September 2013

My friend Terry kindly offered to drive me to Braydon on Friday evening so that was one problem solved. I decided to leave my kit packed in the throw-over bags as I can then fit them on the Ariel for the ride home and avoid having to track down the luggage van. My riding gear was put in two bin bags to make transporting them on the bus easily. The bin bags will provide protection for my clothes on the way home should it be raining.

Friday passed quite quickly as I had to work until 3pm. Terry picked me up at 5pm and we got to Braydon just after 6. There were already a few people in evidence, including Tim Penn who is President elect for the VMCC from April 2014. Within half an hour another 20 people had turned up as had the bus so we were on the road just before 7pm. The journey itself was uneventful if somewhat boring and not overly comfortable. I watched a movie, read part of a book and played Sudoku on my phone then tried using the GPS feature to plot our progress. Predictably enough by 3am the battery was completely flat so no more entertainment. We stopped twice to pick up additional passengers at motorway service areas and somewhere near Perth for a comfort stop; no one wanted to try the on-board loo. As we crossed into Scotland it started raining and this continued all the way to Wick where we arrived at 8:30am. The hotel kindly laid on breakfast which was really welcome and while we were eating the lorry driver arrived for his breakfast having unloaded the bikes in a builders yard next door. Breakfast over we trooped round to the builders yard and removed the bikes from the pallets.



In my case I had to refit the footrest bit that took only a couple of minutes. I started it up quite easily and checked the oil return (paranoid about this now) and all seems well. As it was still drizzling I removed the seat pad and the route holder to keep them dry in the hotel room and then covered the bike with a tarpaulin. I then retired to the hotel to check in and get some badly needed sleep.



Sunday 8th September 2013

A pleasant evening meeting the other participants, some of whom I knew from previous trips but most of whom were newcomers. We were given a briefing by Bob Fisher including information that our hotel in Inverness has changed. Fortunately it was only a mile or so away from the original and the map I had printed covered this new location. We were also issued with hi-viz jackets overprinted with advertising for our charity ride. This is a good idea not only to advertise the event but to make it easy to identify other people on the road. Dave and I had good nights sleep and awoke to a clear blue sky and indeed the whole day was ideal biking weather. After breakfast we loaded our luggage on the baggage van and then set off for John O ' Groats stopping at a garage for fuel. First snag of the day; Dave's Triumph TRW would not start. In the end a blown fuse was identified and fixed and we complete the rest of the trip without incident for the traditional group photograph under the iconic road sign. Whilst taking pictures another guy arrived having completed the trip from Land's End in under 24hours – and he had hit a deer during the night as well. Rather him than me.

We followed the A836 for about 35 miles across the top of Scotland then turned South on the A897. Despite it's a rating this is actually single track road with frequent passing places. Wonderful scenery and a cracking ride along tarmac in excellent condition, not a pothole in sight. After 40 miles or so we emerged onto the A9 trunk road at Helmsdale where we stopped for coffee and a sandwich. We were cruising most at the time around 40mph and stopped a few times for photos. Lots of people passed us in the early stages but over time we passed most of them stopped at various refreshment spots or also taking photos so by Helmsdale we were amongst the front runners. As we took a short lunch break we were possibly the first away and on the ride down the A9 only one group all mounted on Vincents or big Triumphs went past followed not long after by Reg and Mike in the baggage van. Trundling along at 40-45 it took surprisingly little time to ride the 70 miles to Inverness. Dave had been leading all the way so far so that he could set a comfortable pace for his bike and suddenly he pulled into a lay-by. My first thought was he wanted a photo then he started fiddling with the bike. Turned out he had suddenly realised we had done over 100 miles and he had no feel for the consumption of his bike. The petrol level looked a bit low so we

pulled into the next garage which being rural Scotland was around 12 miles. In fact it took just under 2 gallons so a quick flurry with the calculator on my phone revealed 62mpg. Not brilliant but about right for this heavy low geared side-valve. In Inverness we topped up both bikes again and the Ariel had turned in a very acceptable 94mpg. Apart from the blown fuse the only other problem was a loose handlebar mirror on the Ariel, fixed during the lunch break. So overall a good start to the trip.



Monday 9th September 2013

A slightly longer run today in miles and much longer in time. The official distance was circa 185 miles but in fact we only clocked 175 miles due to cutting a substantial corner by using a B road to join the A93 just short of Balmoral. Some of this gain we lost when I managed to go down the A91 the wrong way for about 4 miles. The route itself though a little complex to navigate was absolutely fantastic with stunning scenery and some really great biking roads.

The day started in confused fashion. We had planned to ride as a threesome with Bill Little joining Dave and myself on Mike Davis's Triumph while Mike took his turn driving the breakdown van. However, one of the other riders was feeling unwell and wanted to ride in the backup van. As it was already full it was necessary to unload one of the backup Morini's which then meant someone had to ride this bike. The solution was for Mike Davis to ride the Morini and Mike Hotchkiss the 2nd driver of the baggage van to drive the breakdown van. Bit galling for Mike to watch someone else ride his bike but insurance complications made this the only legal solution. Anyway the net result was a foursome for our ride, which was fine. Dave led most of the way so that he could set a comfortable pace for the TRW though in reality our bikes are so evenly matched that I can now pretty much judge the right pace. This was proved when I took over the lead towards the end where the route became a bit more complex as I had a better set of directions than Dave. The route took us over the Cairngorms on the A929 and Dave was a bit worried about the TRW as it seemed to be making heavy weather of the climb to the extent that he stopped just past the ski slopes to let it cool down. Strangely enough thereafter it went really well so we concluded that it was a combination of steep hills and strong headwind which made the bike struggle. We stopped at Braemar for a breather and coffee but due

to the huge breakfast we enjoyed at Inverness, no one felt like eating. Though we had seen no rain, the roads by now were running with water so it must have poured not long before we arrived. There were often black clouds hovering around but we managed to ride in dry sunny conditions for the whole day; we should always be so lucky. The final leg to South Queensferry was a bit tedious as it was more built up and the traffic was getting heavier. We found we were amongst the earlier arrivals at the hotel even though we had stopped a number of times and rarely exceeded 40mph. It seems that our navigation glitches were nothing compared to the route problems encountered by some others, one group managed to clock up well over 200 miles. There were some stories of breakdowns and the baggage van was about to back track to Blairgowrie to recovery someone; more details later. I gave the bike a checkover and found the primary chain far too tight so a brief spannering session was needed. I also topped up the gearbox though it did not need much. Fuel consumption today was 89mpg rather better than I had expected given the much hillier route. So 335 miles completed about 900 to go.



The picture was taken on the A939 just South of Tomintoul whilst the bikes were cooling off.

Tuesday 10th September 2013

We awoke to a cooler, overcast day. We did see the sun from time to time and it was certainly very windy on some of the more exposed sections of our route but once again no rain. Our route today was round the Edinburgh ring road then down the A68. Sounds boring but in fact it is a very entertaining road. No large towns or other congestion areas. Mostly a well surfaced and generally excellent biking road. The team today was Dave, Mike Davis riding hi own Triumph (Bill was driving the breakdown van) and myself. I did the navigating round the ring road to the A68 as I had done a virtual drive on Google and was reasonably confident of the route. In fact it was surprisingly easy with only light traffic despite a 9am start. We stopped in a layby as soon as we were on the A68 so that Dave could take the lead. A police car was already parked up after a few minutes two policemen and another person in a yellow jacket emerged. When the policemen put on there caps we thought we were in trouble but it turned out that they were about to set up a speed trap and pull in some lorries for checking. Anyway we got the policemen to contribute to the

Parkinson collection box. A few other E2E riders went past and waved while we were stopped so at dinner that evening we told them we had been pulled over for speeding.

The A68 runs through some cracking countryside and we stopped a couple of times for photos including the border between Scotland and England where there is a large layby. Tim Penn, the two Dicks and John arrived while we were there and parked their bikes under the large boulder which has England engraved on one side and Scotland the other. In hindsight I wish we had thought of that. Along with half the entry we stopped at Jedburgh at about the 60 mile point for coffee. Some of the others had scones and jam which they quickly regretted when a host of wasps appeared. We stopped at Corbridge to refuel Dave's Triumph but failed to find the promised services or even a petrol station. Thinking it must be further down the main road we continued with Dave becoming increasingly concerned as the miles piled up and no petrol station appeared. The stretch of the A68 between Corbridge and Bishop Auckland is steep, bleak and almost uninhabited. There were a couple of villages but none had a garage. Even Tow Law was looking barren until we found one on the far side. Dave managed to put 13 litres into a 3 gallon (13.5 litre) tank so any further and we would have been in trouble. Checking the map afterwards it had been 21 miles between petrol stations.

We decided to take a break and I bought three coffees and a tuna mayo roll for the princely sum of £2.49. Very nice and unbelievable value. As it was now only 25 miles or so to Richmond and looked like rain we decided to press on to our destination hotel where we arrived around 16:30 to find only about 10 bikes already present. Apart from the worry over petrol we had no problems with bikes or riders. Dave's TRW was in good form perhaps helped by a mostly tail wind but cruised easily at near 50mph for most of the trip barely daunted by the hills. The Ariel just rumbled along matching the TRW's pace easily enough though it did decide to sulk on the restart after one photo shoot. The Kings Head hotel is right in the centre of Richmond and a very nice venue though it could do with a lift especially as our room was on the 2nd floor. This time I was sharing with Mike and Bill. Dave was sharing with Jim Gaisford and a mysterious 3rd person with the initials MC who never appeared. Total mileage for the day was 154. No idea yet about the fuel consumption as we have yet to find a garage. Richmond is the half way point and we have a day off to check over the bikes, go sight seeing or just chill out. I want to check the primary chain tension as I think it has tightened up but that can wait till tomorrow.



So far the reliability of the bikes has been creditable. Big Dick had a stripped thread on gearbox stud on his Matchless G80 special. This happened at Blairgowrie on the second day. As the breakdown van was already full and

the spare bike in use, we had to empty the luggage van and send this back to collect bike and rider. As luck would have it, a friendly local took the stripped stud away and welded a nut on to overcome the stripped thread. The plan was for Dick to ride the spare Morini to Richmond and use the rest day to spanner the Matchless.

Wednesday 11th September 2013

Overnight I developed some sort of cold or flu and spent most of the day moping around or in bed trying to shake it off. I did force myself to check over the Ariel and as expected the primary chain was far too tight again so Dave helped me adjust it correctly. Seems curious that the chain should tighten rather than loosen in operation but we found that using the kickstarter was at least partly to blame. This time we put in a bit of extra slack which meant that the rear chain needed adjusting as well. We also backed off the adjuster which has a certain amount of play so that it should resist tightening. We will see how it looks at Stafford. Some of the group went on a guided tour of Richmond and a few hardier souls rode out to Swaledale to visit the Tann Hill pub; reputedly the highest pub in the UK. Apart from that it was a lazy day.

Thursday 12th September 2013

Still not feeling 100% but glad to get back on the bike to continue the trip. Obviously I was in better condition than some other participants as we had lost two during the layover at Richmond for health reasons. There was a garage just round the corner from our hotel so first task was to fill up. It took 8 litres and we had covered 164 miles which equates to 93mpg. This bike is amazing on fuel. The route took us through the Derbyshire Dales. Just after passing through Kettlewell something hit my left knee and when I looked down I realised it was my handlebar mirror which had fallen off. I stopped as quickly as the somewhat feeble brakes on the Ariel allowed and rode back down the road. Luckily it had fallen into the gutter and though a bit scratched was otherwise ok. How lucky was that. I stuffed it into my tank bag and pressed on. At Skipton we had a meeting with the Parkinson Society for a photo shoot. They had also laid on refreshments in the nearby church refectory. Very kind of them and I could not resist the offer of a bacon roll though the indigestion I suffered later did make me regret it.



Beyond Skipton we quickly ran into urban roads right through to Holmfirth (of Last of the Country Wine fame). This time we pressed on through without sightseeing but stopped at a viewing point at the top of Holme Moss. At this point the sun had broken through finally burning off the mist and low cloud we had encountered up till then. We completed the rest of the run in dry and mostly sunny weather.



The route from Holmfirth towards Leek was déjà vu as our June holiday was based at Buxton so most of these roads were very familiar. However, we still managed to miss the A520 to Stone and in the process Dave and I got separated from Mike and Bill. We were heading towards Manchester on the A523 which was clearly wrong. When Dave stopped, there was no one behind me. We waited for 5 minutes but no sign so we retraced to Leek and stopped for fuel (122miles, 6.54 litres = 83mpg). Still no sign of our missing colleagues so we picked up the A520 and continued to Stone onto the A34 and arrived at the hotel at 16:45; 145 miles in total. We had only been there for 10 minutes or so when Mike and Bill arrived. Still no clues as to how we got separated but at least we all arrived safely.

All of our bikes have gone really well today with some tough hills. None seemed to have used any oil and my primary chain is still in correct adjustment. Tomorrow's run will be the longest section yet at around 185 miles and will take us within ½ mile of my home. If all goes to plan I will drop of one bag with my dirty clothes and any other unwanted items to lighten the trip home on Sunday.

Friday 13th September 2013

What a difference a day makes. Friday 13th lived up to its reputation and we had rain for most of the day starting with minor drizzle first thing and turning into a windy downpour by late morning. The initial part of the route was along the A449 which rapidly turned into an urban drag through Wolverhampton down to Kidderminster and Worcester where we had another Leek moment when we temporarily lost Dave. By Tewkesbury it was raining quite hard so we took only very brief stop to ease the bottom and pressed on. Dave took us off-piste through Bishops Cleeve to bypass the bulk of Cheltenham. Once on the A435 we were very much in home territory and in no time we

passed through Crudwell where Dave nipped home to see his family. Bill and I stopped briefly for fuel at Stanton St Quintin and then pressed on to my home in Hilperton (only 150 yds off the official route). Tea and toast recharged the batteries and I did a couple of quick chores my wife had requested. All too soon Dave arrived and the rain which had stopped near Cirencester started again in earnest. The 60 miles to Taunton was frankly an endurance test rather than an enjoyable ride and all three of us were thankful to arrive. We did about 180 miles on our route and it was clear that some participants had taken more direct routes as we saw very few riders en-route and most were stopped at various watering holes. Certainly no one passed us yet a number of the newer and faster bikes were already in the car park when we arrived. Paradoxically our Stafford hotel was only one mile from J14 on the M6 and the Taunton hotel is on the exit roundabout for J25 of the M5 and the motorway route is only 155 miles. I suspect a few took this option and given the weather so would I give a suitable bike. Our wet weather gear held up well with only the odd damp patch though it needs drying out before it will be comfortable to use it tomorrow. Our efforts are concentrated on drying it as much as possible using a somewhat feeble hair-dryer. The picture is the three of us at my home just before setting out for Taunton.



Saturday 14th September 2013

As promised, Saturday dawned dry and sunny though with a strong wind which seemed to blow in all directions during the course of the day. Most of my gear had dried out overnight though the gloves were still a bit soggy on the outside. My cunning plan to switch to my spare pair was foiled when I checked the tank bag to find it was not waterproof and everything inside was wet through, including my spare gloves. Fortunately the inside of my original gloves still felt dry and warm, no idea what they are made of but it's pretty impressive stuff. No real choice but to wear them and let the wind dry them during the ride; which indeed is what happened. For the second night running I could not get the internet connection to work so the web site is now two days out of date. Hopefully I can sort this when we get to Lands End otherwise it will have to wait until I get home on Sunday. At least I can still use the laptop to keep the blogg up to date.

There was much fettling in the car park as a number of bikes seemed to have suffered from the soaking on Friday. In the end all but two did get going. Sadly two of the pre-war BSAs seemed to have very wet magnetos which flatly refused to spark even following removal and treatment with a hair dryer. We also lost two more riders, one went home from Stafford after his bike fell over and injured his leg. A couple of the other guys followed him to make sure he got home safely. Another rider went direct home from Taunton this morning as he was concerned about the weather forecast for Sunday. I make that four riders and two bikes down so far. A far higher attrition rate than in 2009 but I guess we and the bikes are all getting older. Dave, Bill and I had decided to leave the bikes uncovered last night as we felt that covering them up when wet would simply encourage dampness and condensation and they had been well dried by the strong wind by the time we emerged this morning. All three bikes started quite easily so I think we made the right decision. We were also joined by Dave West whose riding buddy had now gone home.

The ride itself was delightful. The route took over Exmoor on the B3227 to Holsworthy, then up to the A39 which runs into the A30 all the way to Lands End so once on the A39 not difficult to navigate. We stopped at around 50 miles for a short break and again at Wadebridge (100 miles) where two of the bikes refuelled and we had coffee and a sandwich. The plan had been to stop again at Penzance to refuel all the bikes ready for a flying start in the morning as we were not sure if there were any petrol stations beyond this point (indeed we did not see any). However, Dave had the wind up his tail and pressed on regardless so we did the 60 miles from Wadebridge in one hop arriving at Lands End at 1430. Once again there were only a handful of bikes already there so we felt quite chuffed with our progress. All four bikes had run without missing a beat though the TRW and the Ariel were looking decidedly second rate because of the oil leaks to which the dirt was clinging. In the case of the Ariel a lot of this was due to my enthusiastic use of the chain spray. The stuff is incredibly sticky. The sun was shining, the sea was blue and all we had to do was take some pictures to commemorate our arrival. I even collected some sponsorship money en-route; £2 in the garage at Wadebridge and £10 whilst waiting at the traffic lights in Camelford. Total mileage from Wick to Lands end on our route was 967 leaving just 230 to get home. Have not yet refuelled so will not be able to calculate the consumption till tomorrow.



We have a celebration dinner in the hotel tonight but I will not be over indulging. It will be a race against the weather tomorrow so an early start is indicated.

Sunday 15th September 2013

Dave and I were both awake before 7am and packing our gear. What I had left with me fitted quite easily into the throw-over bags and I took them down to pack up the bike. Many of the riders had obviously already gone as there were a lot of gaps in the car park. The day was overcast and very windy from the South West (which was brilliant as it would give us a tail wind). Forecast was rain before 12 so we planned to leave as soon as possible. Everyone was ready before 8am and we were about to go when someone told us breakfast was now being served so we delayed for a few more minutes to stuff our faces one last time. Chocks finally away at 08:32 with all four bikes starting easily. We stopped at Penzance for what was my final fill up of the trip. Mileage to this point 170.4 and 8.82 litres of petrol giving an average for the 978 miles of 87.71mpg. Dave set the pace and with the tail wind we were keeping a steady 45-50 except for the steeper hills. Traffic on the A30 was very heavy but many parts are dual carriageway so we were not too much of a hold up to other traffic even when slowed by the steeper hills. Some of the faster participants overtook us as did the backup and luggage vans, their duties now over.

We pulled into a layby for a brief stop at around 65 miles from Penzance. Within minutes David and Elaine on the MSS Velo pulled in for a rest as well. They had lost their riding buddies somewhere but clearly linked up as the Velo and two other Triumphs later passed us at a good clip approaching Exeter. Shortly after that we had a near miss when a caravan which had just overtaken us went into the most horrendous speed wobble before turning the car 180 degrees and grinding to halt. Everything seemed to happen in slow motion and last for ages though I guess it was only a few seconds. Fortunately we were able to slow down and stop well before the car and caravan came to rest. The driver was unhurt though bit shocked and did not really know what had happened. I would say the accident was caused by a burst caravan tyre as the offside wheel was just a bare rim. Dave (Mr RAC) Waldron started directing the traffic which had built in a big queue within minutes. Someone else had already phoned the police and took over traffic control so not much else we could do. Not often you get such a ringside seat for such an incident. I suppose considering the mileage we have done in the past 7 days it was surprising we did not see more evidence of accidents.

Within a few minutes we were on the M5 having decided it was worth the slight risk to avoid aslog through the centre of Exeter to pick up the A30. Dave stopped for fuel at Honiton and we could see the black clouds coming up fast behind us though no rain up to this point. It did then drizzle very briefly but cleared again until we reached Shepton Mallett when the rain started in earnest and continued for the remaining 25 miles home. Dave West had left us near Podimore, Mike D at Rode and Dave Waldron at Southwick but by then I was only 5 miles from home. Total trip according to the Ariel odometer was 201.4 miles which was slightly less than Google's estimate of 204 miles. I arrived just before 2pm so we did the journey in under 5 ½ hours including at least ½ hour of stops making it about 40mph average. Final picture is of the old girl taken immediately after I got home (The Ariel not the wife) with 1168 additional miles on the clock in 7 days. No breakdowns and only the primary chain needing adjustment. The oil level has gone down a bit but not enough to warrant topping up the tank during the whole trip. Pretty good for a bike nearly 60 years old which was written off in a garage fire 5 years ago.

I am still working out my sponsorship total but the Virgin site is showing £405 today (£488 with gift aid) I have £150 in cheques/cash with some further monies promised on completion and the collection box has around £40 rattling around inside so quite a satisfactory result.



Thank You's

This story would not be complete without recording my thanks to a number of people. Firstly of course Bob Fisher without whose enthusiasm and commitment this event would never have happened. Then there were the backup teams, Reg Cox & Mike Hotchkiss in the baggage van, Bill Little & Mike Davis in the breakdown van. All four went the extra mile to help sort out problems and ensure that nearly everyone made it to the finish and still had everything they started with (except Bob's briefcase with the final day's route which was still in Stafford when we got to Taunton at this was easily sorted). Next my riding buddy Dave Waldron who led virtually the whole way on his TRW with just the odd bit of navigation assistance from me. Of course we did get off route the odd time but sorting it out and getting back on track was part of the fun. We were joined at various times by Mike Davis, Bill Little and David West and enjoyed their company as well. I cannot speak for the other participants but in our group, we did not have any cross words all week and plenty of laughs.

Finally to everyone else on the trip; too many to name individually, I enjoyed your companionship and will be very happy to meet up with you on a future event. For those (few) who had mechanical or health problems that prevented doing the whole route, my commiserations and I hope you and/or your bikes are soon well again.

This was my second E2E and sitting here the day after getting home I don't have any particular desire to do it again. No doubt this will change as the aches & pains recede and another friend has mentioned doing a side-side ride next year which might be fun.

The Ariel

I summoned the energy on Tuesday to clean and check over the VH500. To my delight the primary chain was a bit tighter than I set it up in Richmond but just about right so all I had to do was take a little slack out of the rear chain.

No actual wear apparent on the latter, links still tight on the sprocket. I drained the gearbox and found it had only 8floz of oil (according to the manual it should have around 20) so it had used 12 floz in around 1000miles as I had not topped it up since Inverness. The engine appears to have used less than ½ pint of oil over the 1200 miles so most of the oily mess under the bike must have come from the gearbox and the chaincase which is filled with liquid grease. I really ought to strip down the drive side and gearbox to resolve the leaks but the bike went so well notwithstanding these issues that I am reluctant to fiddle with it. All the electrics were still working properly. I had used full headlights for most of the trip home on Sunday so the charging system must be ok as well.

After its clean I started the bike first kick and it sound just the same (it's not the quietest of engines) as it did on the first day of the trip so I don't think it has come to any harm. In fact I think it runs better now. Out of interest, I looked at the plug rather expecting it to show signs of weak running after its staggering 87mpg average fuel consumption. In fact it looked a bit dark as though running too rich tempting me to lean it off a bit more. However, on reflection I will leave well alone. The one thing that will need attention is the front brake which juddered a lot and lacked bite from even modest speeds. I was thankful we never had to do a full blown emergency stop. Overall a pretty good result for a 57 year bike. As a present to the bike I treated some of the rusty nuts/bolts to a session in my zinc plating bath so it looks just a tad shinier. I think Mike Blake, its previous owner would have been very pleased with the way it went; so sad he is no longer with us.

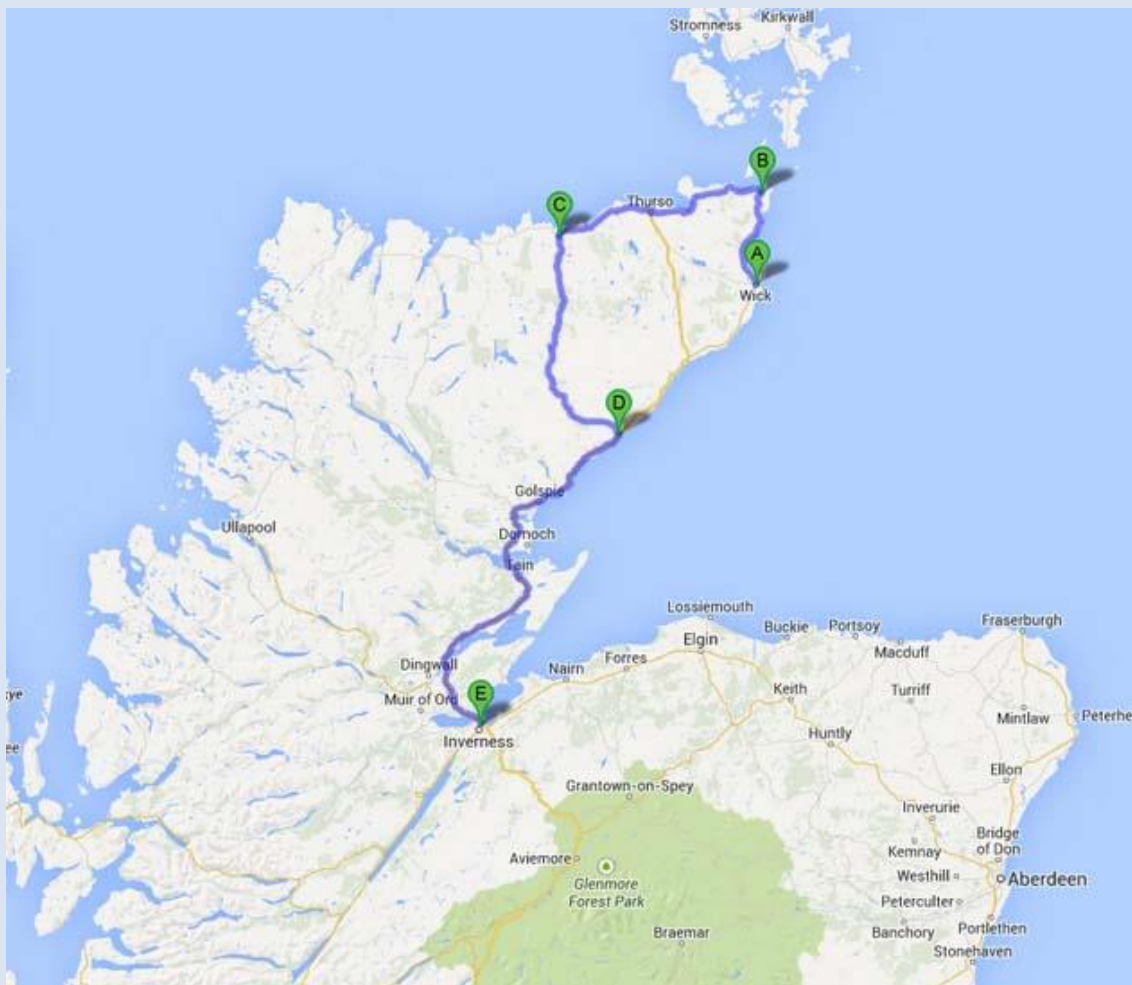
Safe Riding

PeterF

DAY 1 WICK TO INVERNESS

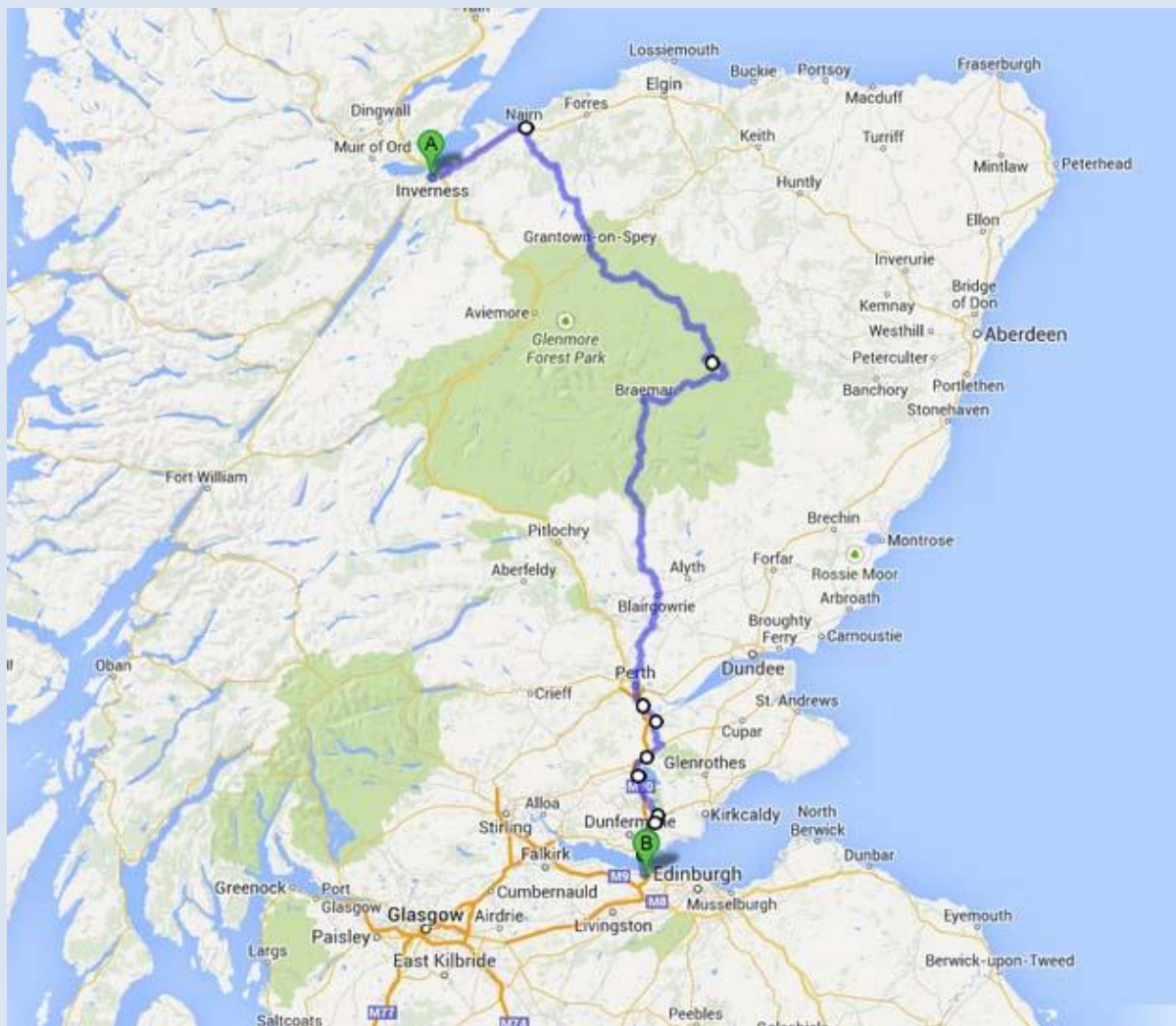
| | | | |
|-------|----|---------------|------|
| A 99 | TO | JOHN O'GROATS | - 17 |
| A 836 | TO | THURSO | - 20 |
| | | MELVICH | - 16 |
| A 897 | TO | FORSINARD | - 13 |
| | | KINBRACE | - 8 |
| | | KILDONAN | - 8 |
| | | HELMSDALE | - 9 |
| A 9 | TO | BRORA | - 11 |
| | | GOLSPIE | - 5 |
| | | TAIN | - 18 |
| | | ALNESS | - 15 |
| | | SHORETON | - 5 |
| | | TORE | - 7 |
| | | INVERNESS | - 7 |

APPROX 160 MILES



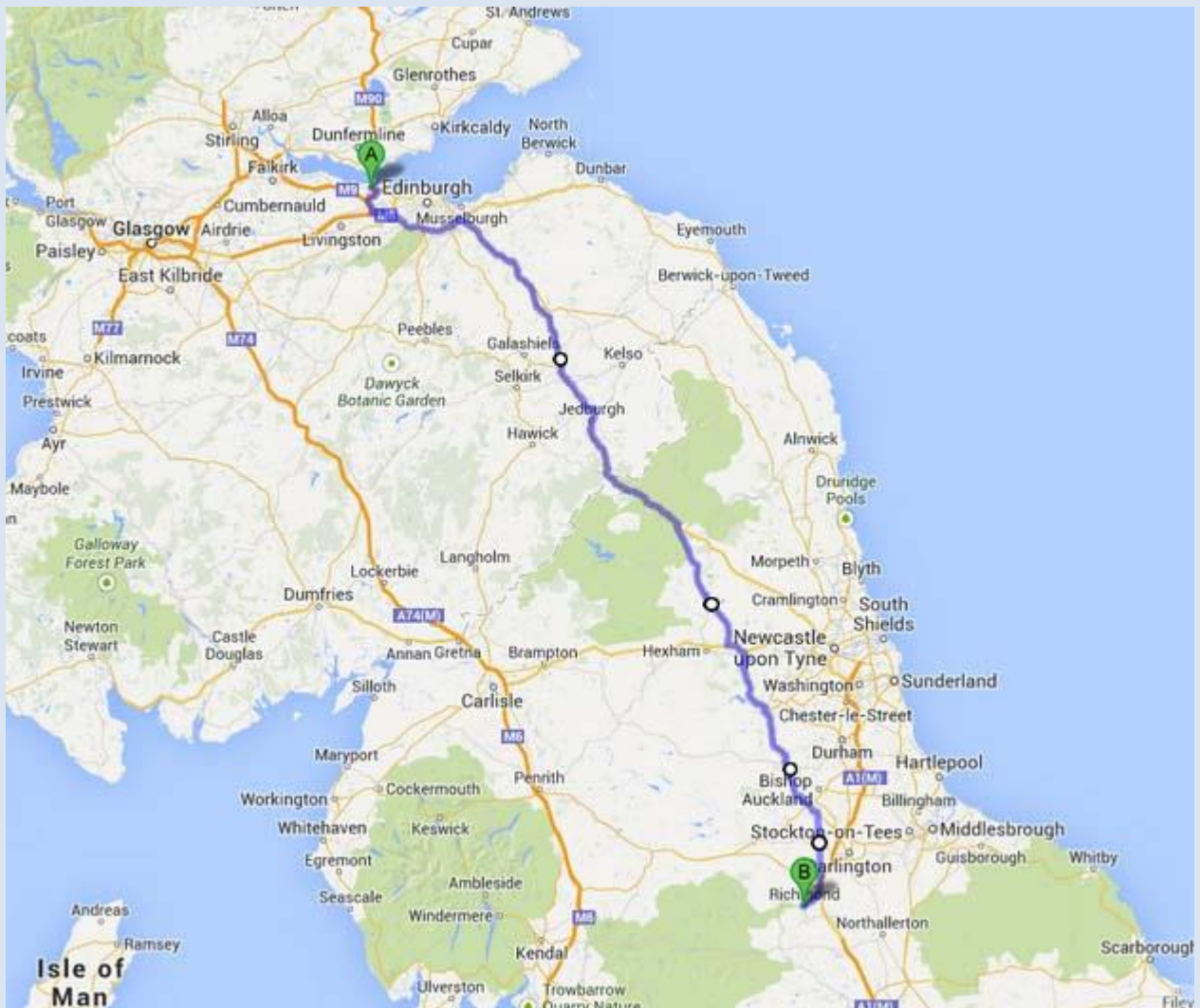
DAY 2 INVERNESS TO EDINBURGH

| | | | |
|---|----|-------------------|------|
| A 96 | TO | NAIRN | - 16 |
| A 939 | TO | GRANTOWN ON SPEY | - 22 |
| | | TOMINTOUL | - 14 |
| | | BRIDGE OF GAIRN | - 24 |
| A 93 | TO | CRATHIE | - 8 |
| | | BLAIRGOWRIE | - 42 |
| | | PERTH | - 16 |
| Follow A85 Crianlarich then Ring Road to pick up A912 | | | |
| A 912 | TO | BRIDGE OF EARN | -5 |
| | | GATESIDE | -7 |
| A 91 | TO | MILNATHORT | - 5 |
| A 922 | TO | KINROSS | - 1 |
| B 996 | TO | KELTY | - 6 |
| A 909 | TO | COWDENBEATH | - 3 |
| B 981 | TO | INVERKEITHING | - 6 |
| | | NORTH QUEENSFERRY | |
| A 90 | TO | EDINBURGH | - 4 |
| APPROX 186 MILES | | | |



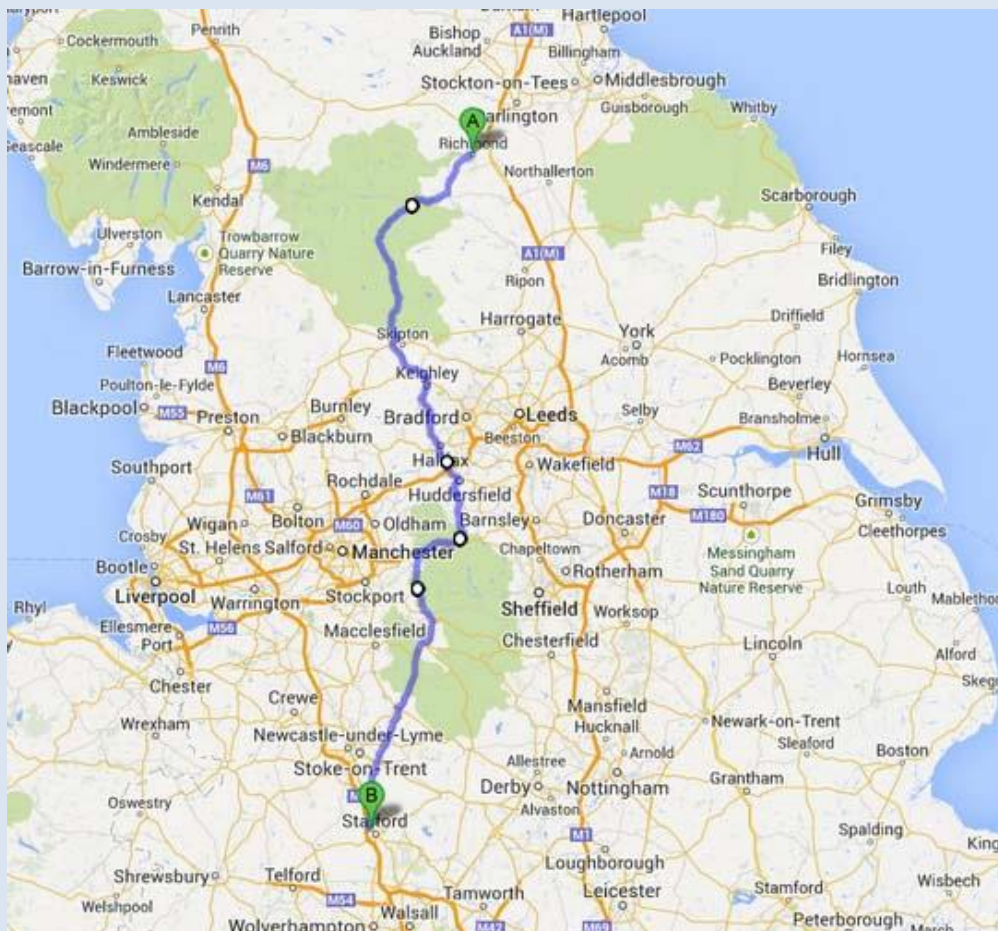
DAY 3 EDINBURGH TO RICHMOND

| | | |
|------------------|---|------|
| A90 | SP GLASGOW (M8) CITY BYPASS (A720) | -5 |
| TR | A902 SP - CITY BYPASS (A720) AND AIRPORT | -2 |
| TR | A8 SP - CITY BYPASS (A720) AND AIRPORT | - ½ |
| TL | @ R'ABOUT A720 – SP CITY BYPASS SOUTH & EAST | -12 |
| TR | A68 SP JEDBURGH (MILLER HILL JCT) | |
| | LAUDER | - 20 |
| | JEDBURGH | - 21 |
| | CORBRIDGE | -45 |
| TL | @ R'ABOUT A69 – SP NEWCASTLE (DARLINGTON A68) – 3 | |
| TR | @ R'ABOUT A68 – SP THE SOUTH DARLINGTON | |
| | WEST AUCLAND | - 30 |
| | AFTER FURTHER 2 MILES | |
| TR | B6275 – SP BOLAM/PIERCEBRIDGE | -5 |
| TR | A67 & IMMED TL B6275 SP SCOTCH CORNER | -5 |
| TR | ONTO A1 SOUTH TO SCOTCH CORNER | -2 |
| AT | R'ABOUT FOLLOW A6108 TO RICHMOND | - 6 |
| APPROX 158 MILES | | |



DAY 4 RICHMOND TO STAFFORD

| | | | |
|--|-----------------------|--------------|----------------------|
| A 6108 | TO | LEYBURN | - 9 |
| TR A 684 | TO | AYSGARTH | - 6 |
| TL B 6160 | TO | KETTLEWELL | -14 |
| | | THRESHFIELD | - 6 |
| SO B6265 | TO | SKIPTON | - 9 |
| TL A629 | TO | KEIGHLEY | - 9 |
| | | HALIFAX | - 13 |
| | | HUDDERSFIELD | - 8 |
| @ A 62 RING ROAD FOLLOW A 616 / A6024 SP HOLMFIRTH - 4 | | | |
| TR A6024 TO | HOLMFIRTH | - 6 | |
| SO A6024 | SP GLOSSOP | - 7 | (STOP FOR VIEWPOINT) |
| TR A628 | SP MANCHESTER | - 1 | |
| TL B 6105 | TO GLOSSOP | -5 | |
| SO A624 | TO CHAPEL-EN-LE-FRITH | - 9 | |
| A6 @ R'ABOUT | TO BUXTON | - 6 | |
| A53 SP | LEEK | - 13 | |
| A 520 | TO STONE | - 17 | |
| TL @ R'ABOUT | A 34 SP STAFFORD | - 6 | |
| @ R'ABOUT 3RD EXIT | SP M6 | - .8 | |
| @ R'ABOUT 1 ST EXIT | A5013 ECCLESHALL ROAD | - .5 | |
| APPROX 150 MILES | | | |

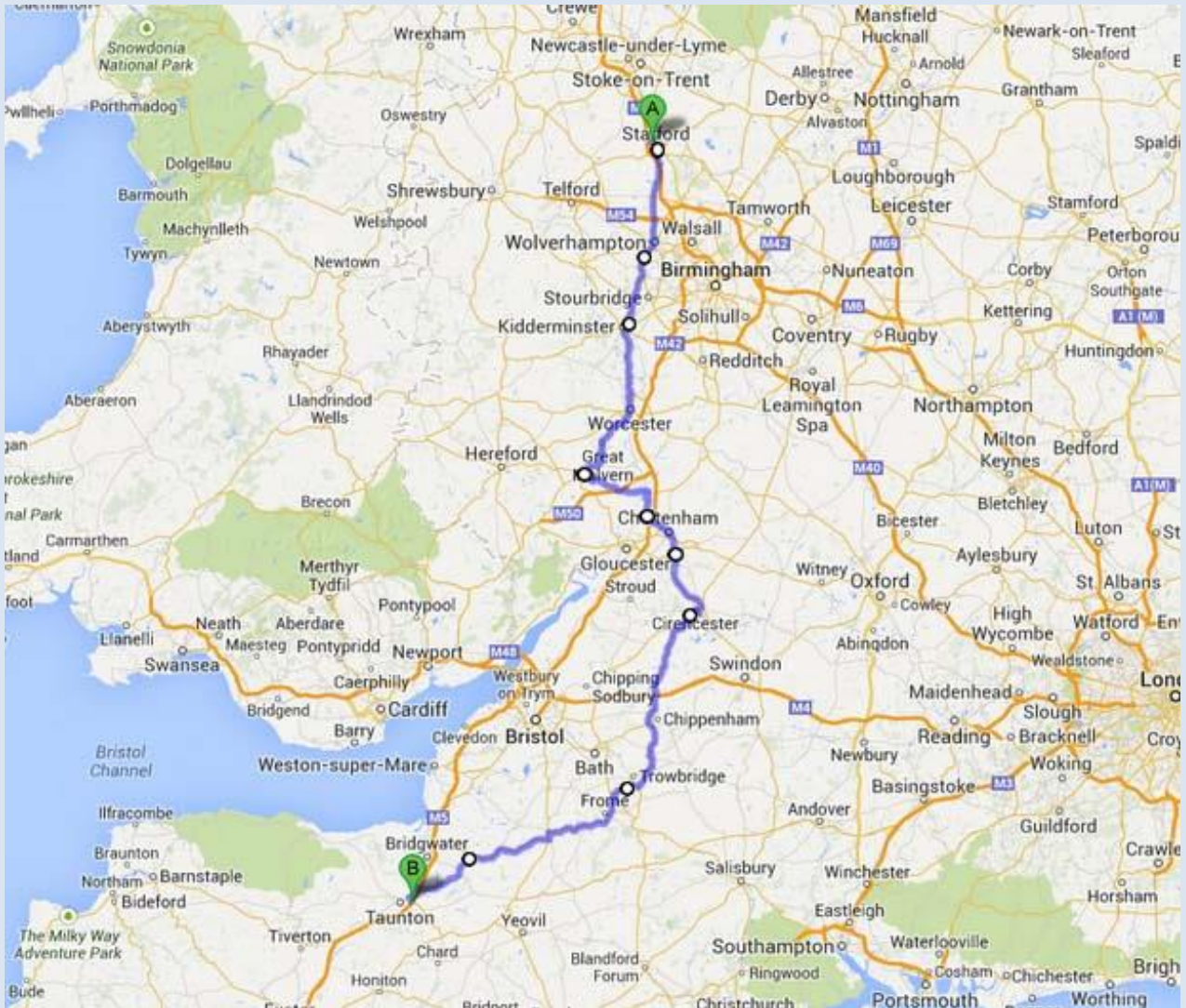


DAY 5 STAFFORD TO TAUNTON

TL out of Hotel onto A5013

| | | | |
|--|----|-----------------|-----|
| FOLLOW A34 SP CANNOCK TO 3 RD R'ABOUT | | | -2 |
| A 449 | SP | WOLVERHAMPTON | -16 |
| | | KIDDERMINSTER | -16 |
| | | WORCESTER | -15 |
| SEE ALTERNATIVE* | | | |
| | | MALVERN | -7 |
| | | LEDBURY | -9 |
| A438 | TO | TEWKESBURY | -14 |
| *IN WORCESTER FOLLOW A38 TO TEWKESBURY – 17 | | | |
| A 38 | SP | GLOUCESTER | -5 |
| TL A4019 | TO | CHELTENHAM | -6 |
| A 435 | TO | CIRENCESTER | -14 |
| A 429 / A350 | TO | CHIPPENHAM | -22 |
| A 350 / A361 | TO | TROWBRIDGE | -14 |
| A361 | TO | SHEPTON MALLETT | -21 |
| | | STREET | -14 |
| | | TAUNTON | -16 |

APPROX 190 MILES



FINAL DAY TAUNTON TO LANDS END

| | |
|---|-----------|
| A 358 SP MINEHEAD FOR | - 4 MILES |
| TL B 3227 TO WIVELISCOMBE | - 9 |
| BAMPTON | - 9 |
| TO A361 | - 10 |
| @ A361 – TL SP S. MOLTON (B3227) | - 1 |
| TL @ R'ABOUT B3227 SP SOUTH MOLTON | - 6 |
| TR @ T (UMBERLEIGH) A377 SP TORRINGTON (B3227) | - 9 |
| SOON TL B3227 TO TORRINGTON | - 9 |
| FOLLOW A386 SP (HOLSWORTHY B3227) | - .8 |
| TL B 3227 SP LANGTREE & HOLWORTHY | |
| BECOMES A 388 & STIBBS CROSS TO HOLSWORTHY | - 15 |
| IN HOLSWORTHY FOLLOW A 3072 (SP BUDE) TO STRATTON | - 8 |
| TL ON A 39 TO CAMELFORD | - 17 |
| WADEBRIDGE | - 9 |
| INDIAN QUEENS | - 12 |
| A 30 TO PENZANCE | - 35 |
| LANDS END | - 10 |
| APPROX 161 MILES | |

