

North Birmingham

News

NEWSLETTER

New Year's Day 2014

Members of the No Bloomin Sense brigade arrived at The Round Oak – Wombourne to wash away any of the previous evening's revelry blues with a short ride around the bye-ways of Staffordshire. 11.30 – on the dot – and Colin Lloyd fired up his B33 and was off, smartly followed by Stuart Munroe – newly acquired Norton ES2 and Ian on the Kriedler. Jonathan Jinks' M20 burst into life and so the next group of four machines which included Paul Raybould's CB160 were away leaving Dave (Velocette) and myself to stow away the signing-on paraphernalia which by now had become unmanageably soggy. Our departure left the Allman's Norton Inter. and New Imp as static displays and Ron – sans A10 (dismantled for winter maintenance) – no option but to stand and watch ready for the pub to open.

Squally showers and standing water were our constant companion so much so that Ian elected a homeward route on approach to Pattingham leaving the rest of us to reconvene in Wombourne. With no let-up in sight, some of our number decided that prolonging the outing was not an option and departed after a brief farewell whilst a few others made it into the comfort of the bar, an open fire, a light lunch and conversation with Paul & Chris Harris and Martyn Griffiths amongst others.

Honestly guys, I didn't pick a muddy route or aim for a grotty day, it's just the way the cookie crumbles so thanks for coming out and playing 'n 'hats off' to Man-of-the-Day Maurice Trupp who rode despite becoming uncomfortably wet in the short distance from home to Walsall.



Martyn Round.

Severn Valley Run – 23rd March

We could have held this run on either of the previous two Sundays, which had been glorious warm sunny days, but run organiser Bill Danks wasn't available on those dates. So instead we selected the 23rd March, and come the day it turned out that Bill was..... unavailable. The man is in demand, truly his social calendar is a thing of complexity. Bill must have known something as we had 4 seasons in one day: two of them Spring with April showers and the other two being winter. It was cold when it was sunny and colder when it was raining. And the roads were filthy. Bah, mutter, grumble, it may sound as bad as a Club AGM, but the company was better I assure you. We had also accidentally clashed with the date of the Wistanstow show, which affected numbers, but regardless we had 13 hardy souls at Tony's Diner to sign in.

Maurice Hardy would have been there too but his bike suffered a puncture on the way, coming to rest outside Eric Greenfield's home. To be fair, Maurice did point out that the tyre was only partially deflated as it was only flat at the bottom. Fortunately Dave Roberts had come to the start in his van, so he and Maurice Trupp went to rescue Maurice and Dave brought him to the coffee stop before taking him home.

I was on the Velo MAC, still on probation after it decided not to return oil to the tank on New Year's Day, leading to an engine strip, no fault found and 200 miles since without problems. I have issued it with a first written warning and told it that if there are any further issues it won't get to go to France in June and I'll take a BSA. Other riders included Rob Todd who was out on the Matchless G80 for the first time, Alex Williams back with his Panther for the first time in a while, Ian Harris stormed round on his 50cc Kreidler Florette, and Brian and Pat Empsall came on the 1928 Triumph N combination.



Brian kneels beside his stricken Triumph while Martyn Round supervises and Alex Williams salutes their efforts.

The route took us down to Dudmaston, over to Six Ashes then Alveley, not far after which Brian and Pat drew to a halt with a stuck exhaust valve, which Brian removed to clean, finding molten aluminium. But what was the cause? Well after a piston failure a couple of years ago, Brian had had to fit one with a lower compression ratio. During the recent winter he had tried to remedy this by fixing an aluminium disc to the top of the piston. As he said, we now know that pistons are made of a higher melting point material than malleable aluminium sheet! His next step may be to make a disc from the top of the previously failed piston... At first the Triumph started again, but then lost compression and wouldn't, so Brian was taken back to Tony's by Martyn to collect his trailer. The rest of us continued through Bewdley to the coffee stop at the Lenchford.

Jonathan
Jinks, Ian
Harris, Rob
Todd, Keith
Little and
Ron
Higgins at
the
Lenchford



After coffee the route took us down Ockeridge Lane and over towards the Shelsleys and Stanford Bridge before crossing Clows Top and making our way back to Bridgnorth via Kinlet and Billingsley. On arriving at Tony's we found we had just missed Brian and Pat, Maurice Trupp had gone home, but Martyn Round was still there, joining us inside for a hot drink, as did Alan Bromwich who had returned from Wistanstow.

Overall it was good to get out on the bikes again after the winter, to hear how everyone was getting on and to have the opportunity for some good humoured micky taking and chat. I'm already looking forward to the next one.

Dave Spencer

Josie's Anchor Garage Run – 13th April 2014

Due to our busy lives with bikes, cars and a campervan, John and I decided to merge our two runs this year, so it became Josie's Anchor Garage Run. I work in and around the Cannock area and had found a few lanes and places that I wanted to include in the route, so after perusing the maps and going out a couple of times to see how it would fit together, we came up with the final route.

Twenty riders signed on at Anchor Garage on a bright and sunny morning and at 10.30 Brian and Pat Empsall led everyone off out of Brownhills towards Stonnall, we passed under the M6 Toll and A5 to go through Wall on to Chorley, Upper Longdon and Stile Cop. This first part of the route was the same as last year's Anchor Garage Run, but then the route changed as we turned for Slitting Mill. We rode through the familiar lanes of Cannock Chase and then along the Pye Green Road towards Cannock but then headed down the less familiar Limepit Lane with stunning views across Staffordshire and into Shropshire.



At some point along the route, Chris Harper on his 1956 175cc MV suffered a mechanical delay when the engine spat out its sparking plug together with the thread insert. Fortunately the plug was still found to be hanging on the end of the plug lead so Chris was able to re-insert everything and carry on. The photograph (left) prompts the question 'how many NBS members does it take to



change a spark plug?' We continued towards Hatherton past a lovely lake and parkland and then almost doubled back on ourselves along Fullmoor Lane and on to Penkridge where we joined part of previous years routes over the canal and on to Church Eaton and our lunch stop at Red Lion Farm Houghton (below). Many thanks to everyone that turned out for the run and special thanks to Peter for playing host at Anchor Garage. *Josie & John*



Bill's Mid-Week Run Wednesday 23rd April 2014

Following yesterday's run the number 3 springs to mind!!! Please bear-with me, I'll qualify that statement a little later.

For a change the forecast threatened to stay cloudy but dry which would make a pleasant change from conditions you have experienced on my runs in the past. I arrived at Tony's Diner, Quatford, to find 'The Two Mosses', sounds like a circus acrobatic double act, tucking into their huge 'fry ups'. Suddenly the car park was full of riders and machines from all points of the compass. Bill Orchard from All Stretton, Dave Elliott and Les Bennett from the Malverns, and very our own North Birmingham members from our eastern extremities.

I always reflect on the machines present when we have an overwhelming presence of a particular make and usually declare, it's a Triumph day!!!



Well yesterday my illusion was shattered for we had the 3 AMC's - Matchless and AJ's of Julian Edwards, Rob Todd and Moss Hardy, 3 BSA's of Paul Harris, Ron Higgins and Mike Stephenson, and 3 Velo's of John Shaw, Dave Spencer, and Roger Greening. As you can see the magic 3 has slipped into the equation. The rest of 'The Grid' was made up of a couple of Triumphs, Moss Trupp's Thunderbird and my Trials Cub, Bill Orchard's Ariel Red Hunter, Dave Elliott's mighty Harley powered Norton, Martyn Round's CB750 Honda, and Mike Cutler of Cookley riding his splendid military specification Moto Guzzi

Falcone. Oldest machine present was the 1927 long stroke Sunbeam of Ian Harris. Just to liven up the proceedings an impromptu auto jumble took place and it was a delight to see Colin Lloyd in the centre of the action.

After much urging from me 'the pack' set off reluctantly towards Bridgnorth, over the Severn, out Towards Kinlet, turning left off the Cleobury road and through the Wyre Forest to Bliss Gate with its stunning views across to Abberley Clock Tower and the Malverns, and through the 'water splash' at High Oak and into the George Hotel, Bewdley, for a well-deserved coffee stop. Too cold for an 85p ice-cream at Teddy Greys.



Seen at the coffee stop, Bill Danks' Triumph Trials Cub and Paul Harris' BSA ZB32.

Then it was over Bewdley Bridge, and a left turn and over Shatterford with its magnificent views across the Severn Valley towards the Clee Hills and the Wrekin. We pushed on towards Compton and along the Sheep Walks with views towards Kinver Edge and the Clent Hills, onto the Stourbridge road and turning left towards Quatt, Dudmaston Hall and our return to Tony's Diner for the conclusion of our run. Our route of 44 miles took us through the 3 counties of Shropshire, Worcestershire and Staffordshire.

All went well up to the last hour of the run when all hell broke out. I wish to record 3 incidents which caused a degree of embarrassment or amusement depending on which side of the handlebars you were at the time. Firstly Mike Stephenson came close to 'barrel-rolling' his side-car outfit up a grass bank avoiding a 'white van man' who was reluctant to stop for anyone. Secondly, Ian Harris came to halt within shouting distance of the finish and after much spanner-work stripping the fuel system of his Sunbeam in front of an assembled audience reluctantly poured a smidgen of petrol into his tank. The third and last incident involved our chairman Martyn Round who in avoiding yet another 'white van man' took to the foliage of The Sheep Walks. A broken clutch lever failed to halt his progress although later at Tony's, tongue in cheek, Mike Stephenson asked Martyn if he had ordered clutch lever and chips for his lunch!!!



Bill celebrates the successful application of a 'Danks Wonder Tie' to effect a temporary repair to Martyn's clutch lever.

The run completed we retired for lunch and then our weary riders wended their respected ways home well all except 3 of our merry band. Mike Stephenson suffered a flat rear tyre on his outfit and it took 3 of us, Martyn, Mike, yours truly and 3, yes 3, inner tubes to remedy the situation!!! Yes 3 was a significant number on Wednesday 23rd of April.

Thanks for company, I sincerely hope you enjoyed the fun, all the very best, Bill D.