

## The Girder Fork Run – Sunday 10<sup>th</sup> May 2015

“Do a circular route” they said- “don’t leave us stranded out there somewhere” – so here it is, a forty mile meander out from Ismere or ‘Five Ways’ near Churchill and back again. By the WMD method of assessment - with the Girder Fork Handicap – the day belonged to Team Ariel with both Moss Trupp’s ‘29 and the Chairman’s ‘39 mounts trumping the Sunbeam outfit, Triumph and BSA of Messrs Homer/Jones, Lloyd & Spencer.



Left: Colin Lloyd and his '26 Triumph Model Q.  
Above: Maurice Trupp's 1929 Ariel.

Nine or ten tenths cloud cover prevented the May sunshine from making much of an impact, never the less we set off in three groups heading toward Mustow Green and Cakebole where we would find that the District Council had heard of our coming and repaired the Elmley Lovett road – wow – smooth riding! We skirted around the airfield trading estate and crossed the main A449 by the fuel station just south of Hartlebury then entered Crown Lane – new to many, including myself when route finding, a single track lane with few if any passing places with a veritable pasture-land growing down the centre of the road, it's a wonder we didn't find sheep grazing. Onward through Stourport and eventually left for Heightington – via Liveridge and what do you know...more road repairs! What would have been a trial for rigid machinery was reduced to 'just interesting' as patch upon patch of new asphalt was put to good use. The route sheet was spread out over two pages so the turn for Abberley gave many the opportunity to re-group before heading off through apple and cherry blossom to Clows Top and Buckridge. With that climb completed we descended towards Furnace Mill only to climb back through Sturt Common and so the Button Bridge road to Bewdley. A close encounter of the Horse kind stopped one or two on Trimpey Bank but without real incident. The nasty right turn at Shatterford was avoided by dropping down Jacobs Ladder to Franche and Wolverley from where we followed the canal to Caunsell and so back to the Old Waggon & Horses for lunch at about 12.40. A little light



over oiling on both the BSA and Triumph made me wonder whether the Scott should have been brought out, but perhaps not. Most found the route satisfactory though Mark Homer (Sunbeam outfit, right) did comment on the occasional tight squeeze and an obliging 4x4 driver who reversed into a non-existent passing place (though it does exist now!). Of the non-girder machines it was definitely a Triumph of a day with five of the trusty twins (messrs Brind, Etchells, Griffiths, Harley & Munroe) accompanied by an Armoury Road trio of C15, B31 & A10 (Messrs Williams, Bromwich and Higgins) all



accompanied by Graham Ash – Velocette Venom and Mike Cutler’s Guzzi Falcone. The final word however must go to our esteemed Secretary who has now gained enough points to be awarded his “polishers” badge – the photo should say it all. *(I was caught fair and square removing oil drips from the front of the engine, note cloth in hand. Ed.)*

Thanks for riding guys and I’m sorry about the meal choices – the menu given to me and presented at the start turned out to be for Week Days – not to mention that the chef had ‘thrown a rod’ on the previous Sunday so the pub Landlord was having to do a nifty stand-in job! Shall we try it next year?

Martyn Round

