

Flight of Fantasy Run

Sept. 6th. 2015



The Flight of Fantasy Trophy, and the Incredible Wasp Thing spotted by Alan Bromwich at Burwarton. Very near two inches long and in fact a Wood Wasp!



The weather forecast for the sixth was good and sure enough Sunday was a glorious start. I still could not ride a motorcycle following my unfortunate heavy dismount from my penny farthing bicycle, although I could drive a car. The previous day I had driven my '29 Austin seven special to the Peopleton classic car event, a splendid do, well worth a visit. I decided that the Austin would be a suitable alternative to a bike and duly set off to Bridgnorth.

At Hampton Lovett it all went alarmingly quiet as it rolled to an unexpected halt. No sparks and having wiggled all the wires around the switchgear and distributor, I got a momentary flick on the ammeter and it started only to die immediately. Time was pressing and so I phoned my wife who brought out the cavalry, or rather her Smart car. She valiantly stood guard over the stricken Seven whilst I forged a path to Tony's in the "pocket rocket"; 102 hp from the 3-cylinder Mitsubishi engine gives it a surprisingly sprightly performance.

Arriving at 10-20 there was already a good showing of bikes and riders. In the rush to sign on the assembly, I omitted to take any pictures. *(But I did, Ed.)* Below: Riders gathering at the start and Dangerous Dave Williams wrestling with his route sheet having initially loaded it upside down, which would have provided an additional navigation challenge that Dave really didn't need....



Twenty six riders signed on, though there was more cash in the pot than appeared on the sheet. Perhaps someone forgot to sign? With all riders away, I tagged on behind to follow. The route took us via Stottesdon, Bagginswood to Neen Savage. When I drove the route the previous Tuesday, the weather had been very wet and the ford at Neen Savage was pretty wild and the lanes were muddy. Fortunately, no such problems on the day, though I heard that Ian Harris stalled his lovely flat tank Sunbeam in the ford and Brian Empsall was left wondering how he would get the combination over bridge if the ford was running high. Colin Lloyd seems to have had a minor off, or probably a bail-out on a bend when discretion meant leaning on a hedge was better than dropping it on a bend. The weather was sublime and the uninterrupted views from the hills were superb. Coffee was taken at the Crown at Hopton Wafers and then over Clee Hill towards Bitterly.



Clockwise from top right: At the coffee stop - Two military machines at the fore; Brian Empsall's pencil-thin torpedo sidecar. Slim hips only! Mike Cutler's military Moto Guzzi Falcone, unusual but effective double silencer. Ian Harris's fine flat-tank Sunbeam.

Last year, Dave Williams missed the red phone box at the Cleestanton turn but found it ok this year only to miss the next right. This necessitated an about turn in the downhill narrow lane. Bill Danks was on hand and dismounted his Tiger cub and gave assistance.



The lanes were flanked with freshly-cut hedges, arboreal arches and long, dark tunnels formed by the overhanging trees joining overhead. Peaking at Hayton crossroads, we then descended Titterhill into the beautiful Corve valley, again with splendid views of the wonderful countryside. Climbing out of the valley via Bouldon and Clee St. Margaret, we headed for Burwarton on the B4364, a chance for the big twins to stretch their legs! Arriving at the Boyne Arms, we dined, relaxed and reflected on the day in the warm sunshine (*Below*).



The Flight of Fantasy was judged, this being awarded to the machine, other than your own that you would most like to take home. Twenty eight votes were cast and upon counting the results were, six votes for Martyn Griffiths's very fine Triumph 3HW in RAF spec. Four votes for Brian Empall's 1928 Triumph combination (the torpedo-style chair is so slim that only Pat can ride in it!) Four votes for Roger Banton's lovely 750 Norton. Four votes for Keith Little's Ariel Huntmaster and four votes for Bill Harley's fine Triumph T100. So, four machines tied for second place. The rest of the votes were spread about, though someone with a bad hip thought that Martyn Round's jewel-like Honda 400-four (right) would be an ideal machine in his situation. No troublesome kick-starting!





Left' Bill Danks' Tiger Cub, light and nippy, ideal for the lanes

Fine weather always improves a run and this was no exception. I enjoyed the day despite not being a rider and therefore eligible, though there was whisper of a conspiracy to vote for the Smart! Next time I shall alter the wording on the voting slip to read, "Which eligible machine"!

Upon leaving, Ian Harris cocked his leg to mount the Sunbeam but the recalcitrant leg got stuck at the top. Sadly, Martyn Round was on hand to lift said leg over faster than I could fire up my camera!

Well done to Martyn Griffiths (below) for winning two years consecutively with two different machines, and a big thankyou to everyone who turned out and made it such a success.

Trevor Bull

