

Girder Fork Run - 10th June 2018.

Aiming for a route of about fifty miles and having to cross the Severn – out and back in – limits the available geographic riding area and so we all set off to play in the lanes just south-east of the Cleve Hills on a fine Sunday morning – with no real threat of poor weather – not that we wouldn't see evidence of it later in the morning.



Having spent a little time chatting with Martyn Griffiths in the car park of The Old Waggon and Horses I played tail-end Charlie until in Stourport I caught up with Jonathan (BSA M20) who had been delayed by horse and other traffic. Once clear of the town and Dunley we settled down to a steady plod towards Abberley when we came upon Nick Fitzpatrick's errant pre-war Velo MAC with clutch trouble and seemingly a shortage of sparks. Following a practical demonstration of Velo clutch adjustment procedure by Mr John (Velo) Shaw – and a change of spark plug the machine burst into life.



Left: Girder Fork solidarity, if one stops, we all stop!

The group of us which now included all of the girder contingent, except Paul Harris on his 1914 Douglas who was far ahead, opted for a shortened route avoiding a couple of steep hills and headed for a well- deserved coffee and a *small* slice of cake at the Colliers Café – Clows Top and being the last there we were pleased to note that the nine post-war/classic riders had left a goodly selection of cake from which to take our pick!



Nick, having a James Herriot moment trying to insert his arm under the fuel tank of the Velo to locate the clutch cable adjuster.

Suitably refreshed our intrepid girder team of six set off, but alas, the Velo baulked at the climb into Clows Top and so returned home care of a recovery vehicle.

I'm happy to say that most – if not all of you spotted the deliberate mistake which was that the

Left turn for Bayton was only half a mile down the road and not two and a half, well done, I was just testing! After Bayton we crossed Ninevah Ridge – the route sheet warned of uneven surfaces. I had travelled the road just a week or so earlier after the spell of localised heavy downpours and you can imagine the wash-out in the bends and corners – much of it still evident so necessitating a little care on our part.



Our return journey to The Old Waggon took us back across the river at Bewdley and eventually the pub car park where we were reunited with the others.

By the Danks method of recording it was a BSA day – Dave's '29 Sloper was accompanied by two ex WD M20's. Nick's '35 Velo was supported by John's 1940 MDD with Neil's 1940 Matchless and the '39 Red Hunter all being shown the way by Paul's 1914 Douglas. Of the nine non-girder machines then the four Triumphs triumphed – with Mick Stanley's 1990 MZ bringing us (almost) up-to-date.

Martyn Round