

Girder Fork Run. Saturday 26th June 2021.

The King is in his counting house – well let's say the Chairman is in his summer house but he is counting the money and thirty eight pounds tells us we had nineteen riders sign-on for this year's Girder Fork Run – but there's more. Of the nineteen, nine were on girder-fork machines and four of them were from the vintage period. Does this mean we will have some form of competition for the Jim Boulton award for most rides on a vintage machine at our next AGM?

Catering arrangements at Rowberry's were reasonably straight forward for signing on (below left) and those who wanted it were soon outside supping morning coffee or tea. Conversations varied but the inclusion of a ford in the route prompted some speculation about water levels following Friday evening's heavy rain but as a by-pass route had been provided riders had options.



When present with their 1928 Triumph outfit (above right), Pat and Brian are usually first away knowing that as their rate of progress is slower than the solo machines an early start gets them to the lunch stop at about the same time as the rest of us and so just before 10:30 they were away. Paul Harris (GTP Velo) (below left) followed soon with the rest of the field, in two or three small groups, departing some ten minutes later and all under heavy overcast skies leaving morning visitors Dave Land - Moto-Guzzi and John Shaw - MOD Velocette (below right) to return home or the Severn Valley Railway respectively.



Electing to ride with Dave on the 350 BSA Sloper, Barry Jones had a gentle ride on his 750cc Ducati and wisely they turned left to take the ford by-pass route at the appropriate time. It seems though that all of the others visited the Arrow River ford at Coughton and either turned round, used the foot bridge (I did!) or ventured in. Hats off to Ian Goodhall (ES2)

(left), Keith Little (BMW), Adrian Lockrey (Triumph) and Paul Raybould (BSA) (below). Richard Caddick's Grandson, William, was there to capture the moment on celluloid or its digital equivalent. Ian Goodhall tells us that a party of riders on modern 'adventure' bikes was stopped, pondering whether it was safe to ride through until Paul on his 1934 BSA did just that and shamed them into it! I have to say I stopped to consider and watch and in doing so heard one couple exclaim that the water level was



the highest they'd seen whilst a young clean and tidy gent in a clean and tidy 4x4 got its wheels wet then reversed out, a further two agricultural types in well used Land Rovers just plodded through whilst the nice lady in the nice cross-over just went for it with a bow wave a tug boat would have been proud of. I walked over the foot bridge!

Onward, ever onward – but now as tail end Charles and with only the occasional puddle to testify to Friday's rain I crossed a very busy main road, a lot of people must have been going to Stratford, and then eventually I joined the lunchtime traffic through Bidford. Back in the quieter roads through the picturesque villages of Atch, Church and Rous Lench I was passed by a cohort of Kawasaki riders - riding lights, hi-vis vests and follow-my-leader red vests all seemed rather corporate and to be honest – sanitised. After Radford they all peeled-off right and I was on my own and then the thought struck. "Where are Pat and Brian – I should have caught up with them by now, I know they went back to the ford by-pass so did I get it wrong, is everyone lost around Temple Grafton and Great Alne? No, can't be." I have to say I had a momentary vision of arriving at an empty Galton Arms car-park, but much to my relief everyone had made it with Pat and Brian pulling in about a minute behind me.



Lunch, bar-snacks, fish and chips and drinks served under the shade of an awning in the garden made everyone feel almost normal. Yes, I did say shade. Yes, the sun was out and had been for the last half of the run. Suitably refreshed a certain number chose to follow the afternoon route of twelve miles back to Rowberry's for afternoon tea and cake and the



rumour is true that Stuart (Triumph TRW) did manage to secure two slices of carrot cake but after multiple appeals for help the Chairman had to assist by eating the second slice as just no one would volunteer to share it or take it home!

Now, for those who want to keep score, by the Danks System the girder fork cast was evenly split with three Triumphs, three BSAs supported by two Velocettes and one 'Beam'. The accompanying cast again lead by three Triumphs also included BSA, BMW, Honda, Kawasaki, Ducati, Norton and a lone Pembleton three-wheeler.

Oh, I almost forgot – where did we go? Well, Chaddesley, Wychbold, Hanbury, Astwood Bank, Sambourne, Coughton, Gt Alne, Temple Grafton, Bidford, Salford Priors, Harvington, the Lenches, Grafton Flyford, Himbleton (lunch).

In summary then, a bostin day out. Thanks for your company and support.

Martyn Round.

