

## Long Mynd Run – 16<sup>th</sup> July

On the evening before the event organiser Ron Higgins had a phone call from John Broadhurst from North Staffordshire checking details as he and Tony Heathcote were going to ride down for the run, which they did on a pair of 1983 250cc Honda trail bikes (below left). And then on the morning Martin Wardle appeared from Nuneaton on a 1968 Suzuki T200 (below right).



It's lovely to have members come from other areas to see our countryside, though sadly John and Tony didn't get far as Tony's machine suffered a rear wheel puncture only 3 miles from the start on Bridgnorth by-pass. A canister of tyre foam appeared to do the trick, but only for another 3 miles, at which point they pumped it up again and decided to head for home. That also didn't work for long so a recovery service was called in. I presume these canisters do sometimes work, though my own attempt a few years ago met with a similar result.



Other riders signing on included Julian Edwards, Eric Greenfield and Bill Harley on Triumph Twins and Brian and Pat Empsall on the 1928 Triumph N combination, making this a Triumph Day using the Danks calibration method. Then there were the three Italians of Mike Cutler & Peter Gray (Moto Guzzi) and Stuart Munroe (Moto Morini). Ariel was represented by Martyn Round (1939 NH) and Keith Little (1959 Huntmaster), and BSA by Dave

Spencer and Ron Higgins. And finally on Matchless we had Dave Roberts (1937 Model X), Rob Todd (1959 G80) and Paul Harris on the 1987 Harris Matchless. Bill Danks also came along to the start in his 1930 Morgan Aero, but couldn't come with us due to another commitment. The route took us away from Bridgnorth up Criddon Bank and along the lane to Ditton Priors, where we skirted Brown Clee before heading through Rushbury. Then we dropped down to briefly join the B 4371 Much Wenlock to Church Stretton road before going left again through



Acton Scott, across the A49 at Marshbrook and over the hill on the B4370 towards Bishops Castle. After a few miles we passed the southern end of the Long Mynd and turned right along its western flank through Asterton. Along this narrow lane a few of us passed a rather startled sheep that really wished to be back in the field. By the time Rob Todd and Keith Little arrived it had tried to jump the fence, failed, and was hanging from the top strand of wire, in which a front leg was firmly caught. With no more ado our plucky heroes channelled their inner sheep wrangler and soon freed the beast which scampered away happily, or ran away rapidly, depending on your point of view. As someone later pointed out, it was fortunate that it wasn't baaaarbed wire.....



A few miles later we arrived at the splendid Tearooms in the old school at The Bog, a former mining area. Martin Wardle had been following me with no route sheet of his own and had become disorientated with no idea where we were. "Where are we?" he asked, "Shropshire" I replied. "More specifically?" he asked, "The Bog, and that's The Stiperstones over there" said I, before relenting and telling him that we were about 15 miles south west of Shrewsbury. A sociable coffee

stop ensued, around tables big enough for 10, with super cakes some emblazoned with carrots to reassure the health conscious that they would count towards our 5 a Day.



After coffee Ron's route took us down into Minsterley then through the Pulverbatches, plain and with Church, across the A49 and through Ryton, Longnor, Frodesley, Kenley and Harley, where we crossed the A458 to the north of Much Wenlock and rode through Wig Wig and Homer (I'm honestly not making this up) before joining the A458 in Wenlock and riding smartly back to Tony's Diner. The chief entertainment at Tony's was seeing the expression on the faces of Rob Todd and Dave Roberts when they were delivered with Sunday lunches so vast that laughter was the only rational response.

Thank you Ron, it was a splendid route and a good day out, and thanks to all who joined us.

Dave Spencer