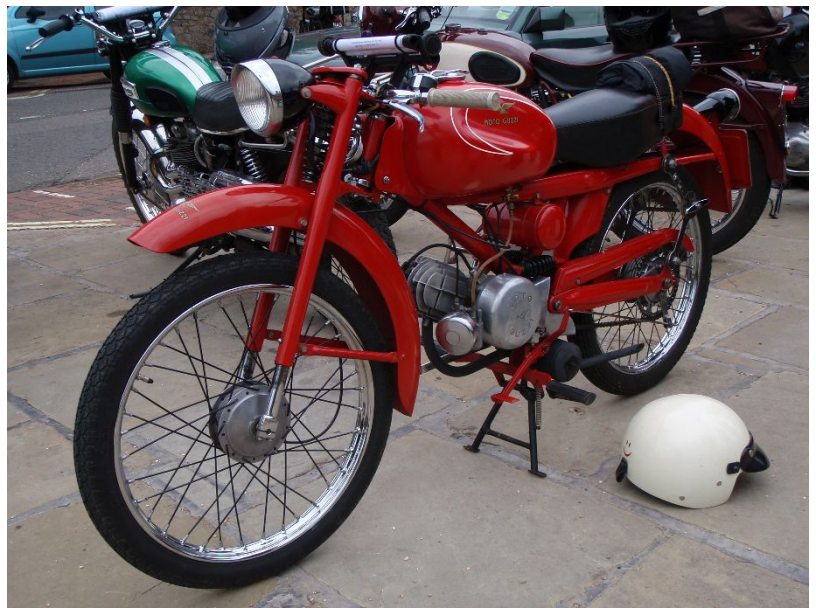


## Bill's Severn Valley Run - Sunday 14<sup>th</sup> June 2015

It's all Julian Edward's fault!!! If only he had left my run on its original date the final drive chain on my Greeves would not have snapped!!! Now the more astute members of our wonderful fraternity will comment that my catastrophe would have happened anyway on the next outing of my Greeves, and yes, you are spot on with your observations on machine preparation or distinct lack of it!!! *(The even more astute will know that disaster would indeed have been avoided on Bill's original date as instead of riding in his own event he'd have been doing Jazz Hands at the Festival in Upton that weekend. Ed.)*

The date change was necessary as Julian's Run will be visiting Cosford's Aerospace Museum and sadly the weekend of the 13<sup>th</sup> and 14<sup>th</sup> June just happened to coincide with this year's Annual Air Show. It's difficult, if not impossible, to get within 5 miles of Cosford on Air Show day.

Roger Slater and I arrived at the stroke of 10 to find Tony's Diner at Quatford near Bridgnorth already bustling with activity and riders approaching from all points of the compass. 18 riders 'signed on' with machines varying from Paul Harris's newly commissioned and delightful little 75cc Moto-Guzzi Cardellino (right), through 250, 350, 500 and 650 BSAs of Team Higgins, Jinks,



Lloyd, Spencer, Williams and Bromwich and the Clan Triumphs of Messrs Munroe, Harley, Greenfield, Trupp, and Slater with the brace of Ariels of Bill Orchard and Keith Little. John



Shaw was Velocette mounted, with Rob Todd on his Matchless and me bringing up the rear on my Greeves. Those fine supporters of our section, Pat and Brian Empsall were the last to arrive with their 1928 Triumph combination having been delayed by the Cosford traffic jam.

Left: Jonathan Jinks' 1939 BSA M20; Bill Harley's 1963 Triumph T100A; and Keith Little's 1959 Ariel Huntmaster



Right: a pair of BSA 500cc B33s: Colin Lloyd's 1956 swinging arm version and David Spencer's 1950 tele-rigid. Anyone got a plunger frame one to complete the set?



Your committee was well-represented by Messrs Lloyd, Spencer, Harris and Munroe, although our Chairman Martyn Round was conspicuous by his absence and a number of our members had 'skived off', and who can blame them, to watch and listen to the magnificent but terminal Avro Vulcan being put through her final paces over Cosford.

After so many years it is difficult to find new routes around the Severn Valley, however for this year I put together a route which combined some of the best elements of routes we have used in the past. So we set forth with Paul Harris and his little Guzzi leading the pack



and Messrs Orchard, Slater and myself riding 'shotgun' at the rear. Our route took us to the top of the Bridgnorth by-pass where we turned right to take us through Tasley, Linley Green, Much Wenlock and onto Wenlock Edge. Having reached the Longville Arms we turned right and through Hughley and rejoined the A458 Shrewsbury road at Harley.

Above: Bill Danks' Greeves before it started attention seeking.

There my dream ended (*and the nightmare began?*) when the afore-mentioned final drive chain snapped at the spring link. Now I'm sure there was a spare in the Greeves tool-box, once, but it must have gone AWOL. Unsatisfactory alternatives, namely cable ties and a



spare spoke from Brian's Triumph could not solve the problem so in desperation I accepted a lift from a passer-by, David Davies, on a quick Triumph Sprint' who 'whisked' me off to Kidderminster to pick up a spare and returned in a blur!!! When fixed we returned to Tony's for a well-deserved coffee and cake. Sincere thanks to Brian, Pat, Jonathan Jinks, Bill Orchard and Roger the Dodger for their assistance in my hour of need.

Now the rest of my report is hearsay, however I've gathered information from a number of sources, which leads me to believe the rest of the journey went well taking our travellers through Cressage, Buildwas and onto Ironbridge for a well-deserved stop for an ice-cream. Now one of our members, who will remain nameless, has a passion for a pastie or two. He was unable to resist temptation and was drawn into the shop next door and purchased NINE, yes NINE of the items!!! The setting of the Ironbridge and our machines presented a perfect photographic opportunity for our secretary David Spencer.

From Ironbridge our riders motored through Coalport, up Sutton Bank (except for Paul Harris, whose Cardellino found the bank a bit much leading him to find a gentler route) and onto Brockton, Sutton Maddock, Worfield, Roughton with a return to Quatford and a finish at Tony's Diner.

Ladies and Gentlemen, I hope you enjoyed our run and I must apologise for my absence at the finish but I did wave to you as I whizzed past on the pillion of the Triumph Sprint. Did you see me or were we just too fast for you?

Finally I need to present you with two questions. Firstly who was it who ten years ago borrowed the spare spring link out of the tool-box of my Greeves, and secondly did Colin enjoy his Sunday evening meal as much as he enjoyed that pasty?  
Thanks for your company and all the very best  
Bill Danks



Above: Some old iron and a nice bridge. John Shaw just happened to park his Velocette in an ideal photographic location. Not posing, purely accidental you understand.