

Julian's Excursion – 14th April 2019

Another year has rolled round for another “Excursion”. I decided to try something a bit different this year and opted for a cleaner roads route to entice a few riders fed up with cleaning their bikes after my runs. This was certainly going to be challenge as my usual small country lanes would definitely be out.



So onto the day itself, on arrival at Museum of the Gorge Ironbridge Ian and Lesley Goodhall had already arrived on the very smart Norton Commando, a few minutes later we were joined by the second Triumph of the day Adrian (Skippy) Lockrey on the “Canonball Run” 1925 Model P (below), swiftly followed by the Aldridge contingent of Ray Heap/Rob Todd and Keith Little.



I did a quick count up and could not believe we had seven Triumph's on the run from 350cc up to 650cc out of fifteen who signed on. I think the furthest travelled to the start was 33 miles.

First away was Adrian almost sliding the back end out onto the road towards Buildwas, this then prompted us all to get started and under way. We headed out towards Atcham along the B4380 which was very quiet, approaching the Mytton and Mermaid at Attingham we turned off right on the B5063 towards RAF Shawbury, again the roads were quiet but nice views en route. After Shawbury we turned right towards Wem crossing the busy A49, then

on towards Wem. Progress was slowed slightly by roadworks in Wem with a short detour to get us back on track.

Next we headed on towards Baschurch but just after crossing the A528 I came across John Williams and Bill Harley, I parked up to see what the problem was and Bill had a large piece of cloth in his hand wiping the back tyre which was wet with oil. Looking at the machine a pool of oil was also evident underneath. On starting the machine an almost continuous stream of oil was coming from the engine breather pipe. "Call the AA" was the decision made and Bill made himself comfortable in an old wooden bus shelter to wait in. Subsequent enquires found a slither of paint in the oil pump on the scavenge side, preventing oil being returned to the tank and leading to it overflowing from the engine breather.

As I arrived at the Coffee stop at The Admiral Duncan in Baschurch everyone else has arrived but as we had arrived a little earlier than anticipated we had to wait until mid-day for them to open.



Plenty of tea and coffee was consumed in an effort to get warm as temperatures were not rising very quickly at all. This was no fancy coffee machine establishment: the lady behind the bar had a kettle and jar of coffee. Anticipating many of us requiring change from a £10 note in a pub that had just opened, Skippy, who had been among the first indoors, generously paid for the lot and the rest of us were invited to put some money in a charity box. For this gesture Dave Spencer nominated Skippy for the title of 'Section Gentleman', risking the wrath of others by declaring that there was a vacancy!

After being refreshed and warmed up we headed off into Shrewsbury, which was in places quite busy with traffic. Once the other side things quietened down as headed back in the direction of Ironbridge but turned off towards Cressage. The route took us back through Broseley into Bridgnorth and onto Tony's for the late lunch.

In all I think everyone enjoyed themselves if a little cold, and it certainly was a clean route. My thanks to Elaine and Martyn Griffiths for testing the route for me and to everyone who came out on the day

Julian