



THE BUSH NEWS

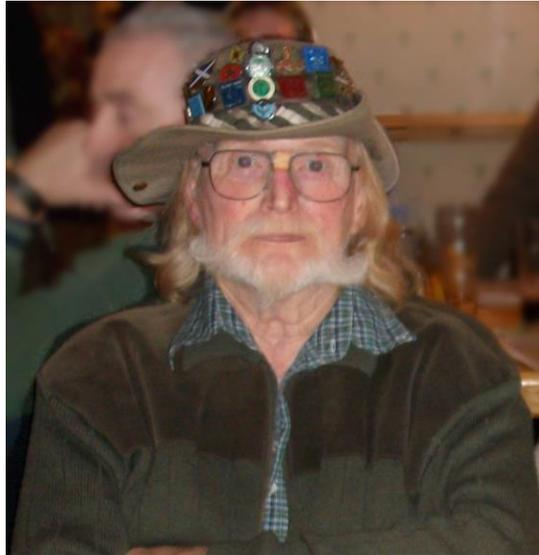


LEOMINSTER CLASSIC MOTOR CYCLE CLUB NEWSLETTER

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February 2015

TREVOR HUNT



We have just lost another link with the past – club member Trevor Hunt passed away on Christmas Day, aged 85. I had known ‘TH’ since the early 1960s when I started to follow scrambles. At that time (and for many years) he was the local reporter for the Motorcycle News. He could be found at every Western Centre scrambles, grass-track and trial with his famous woolly hat covered in badges. As I became more involved with off-road motorcycle sports we became a team, putting on trials from ‘open’ to ‘centre’ and up to British Championship events, and worked well together. He was a tireless worker for the ACU Western Centre, holding almost every official post and was still in office into his 80s.

As the years rolled by he got hold of a 500cc Ariel Red Hunter and his use of this machine became the stuff of legends with trips to France, Belgium and Holland with ‘Classic Motorcycle’ magazine. Then there were the epic rides in the Welsh, National, Irish and Scottish Rallies. He would start with the Welsh in May, then the National in July (often finishing the night ride with a hand lamp strapped to the front mudguard as the lights had once more given up!), late August it was off to Ireland to do two rallies back to back, then on to Scotland to do theirs. Home to home totalled over 2500 miles – all on an overloaded rigid framed girder forked bike! He always came back with ‘golds’ from all 5 events. In later years he used his 1932 BSA 3 wheeler car, covering thousands of miles. In fact he did 29 consecutive Irish Rallies and was very keen to do 30 but was gutted that ill health stopped play.



*A familiar sight to many of us,
Trevor and his 1932 BSA 3 wheeler*

(continued overleaf)

I know he could be a cantankerous old beggar at times but in over 40 years of friendship we really never fell out. Yes, we had our differences, but never fell out. He taught me a lot over the years and I have lots of good memories: Like the night we drove the 40 miles from Hereford to Cheltenham Motor Club in his Ford RS2000 in 32 minutes! Or seeing him blast a 500 Matchless Metisse up 'Darkie' (a section in the Trader's Trial), or being with him when he discovered 'Tremorithic' which became one of the best trials sections in the UK. Some of the world's best trials riders tried to beat its six sub-sections, but 'TH' and his scratting bar kept 'Trem' in top condition and it remained undefeated until the end. He was very proud to have found this mighty trials section for one of Britain's best trials – the Wye Valley Traders Cup, of which he was clerk of the course for 40 years.

Over the years he put more into motorcycle sport than he ever took out. For a lot of years he was assistant clerk of the course for the Welsh Two Day Enduro and for years he used to help the British ISDT team along with the late Gordon & Margaret Lucas. At the ISDT events it was 'TH' who was put in charge of route marking – at the last ISDT in Wales this was a big, big job. In his late 40s he got his light aircraft pilot's licence and for many years flew a plane full of friends over to the Isle of Man for the TT & Manx GP races. Then there were the wonderful days out riding green lanes in the Wye Valley, Mid-Wales, and many rides along the ridges of the Black Mountains from Hay Bluff and over the Cat's Back (which is only 2ft or 3ft wide in places) and on down to Pandy. I still have this picture in my mind of him clad in Belstaff suit, leopard skin helmet and leather fireman's boots riding a trials section – mostly out of control, but boy, did he have some fun!

There are a lot more stories that could be told of someone who packed so much into his 85years. I hope there is a Vincent Series C with a Garrard Sport sidecar waiting for him somewhere to enjoy once more. So long old mate, I shall miss the Saturday nights drinking tea in your kitchen talking rubbish – and nicking the biscuits!
(Mike 'Bigfoot' Davies).

PRESIDENT'S PLATFORM

Sad news about Trevor, the last of those 'Three Musketeers' – John Langford, Bill Davies & Trevor. Between them they had years of motorcycling experience. Thanks to those of you who turned out at Trevor's funeral, particularly those on the motorcycle parade.

New Year's Day saw quite a few club members at the Vintage Sports Car Club meeting at Much Marcle. A great turn out of lovely old cars and motorcycles. Pity about the stupid modern 4x4 driver who got impatient and decided to climb up and over one of the vintage slower cars and ended up on its roof. Oh dear, was he going a bit too slow for modern life? When will they learn? Fortunately it seems no one was too badly hurt.

Well done to Steve Hackett for his superb quiz evening. Preparation and planning at its best – "That's the way to do it!"
(Ron Moore)

CHRIS'S COMMENTS:

January club night saw us racking our brains at Steve Hackett's quiz night. The 'Three Wheelers' won. A fantastic £50 was raised from the raffle for Steve's Remap charity. It was good to see David Lindsley came and supported us – a bit more restful than judging bikes on our Open Night! Come again Dave.

I gather the Remap money has since been topped up by the Hunt family. You have heard of the very sad passing of Trevor over Christmas – gosh I will miss him. He was a great character and I like to think a friend of mine. Anyway as Trevor's membership money cannot be used for its intended purpose it seems Hazel and Sue (his wife & daughter) have decided to donate it to Remap – a nice thought all round.

By the time you read this Skittles Night will have come and gone. I know John & Barbara will have put so much effort into making it an enjoyable night for everyone. Our thanks to them as always. *(Chris Moore).*

CHAIRMAN'S WITTERING

Since I missed the deadline for the January Newsletter below is an update of what I wittered: Well what a splendid Christmas Party and Awards Night, all it leaves me to say is thank you everyone for supporting this fabulous motorcycle club throughout 2014 and look forward to some more of it in 2015 with events already organised from January onwards with more to come. Happy New Year to you all, and as most of you know you know 2015 has started in earnest with our annual quiz on January 7th hosted by Steve Hackett. For once my team had its nose bloodied by all the other teams except one. Obviously everyone else present had been having secret meetings with the TV Chasers to learn a few things.

On a sad note we lost club member Trevor Hunt who was a top man within the ACU organising Trials, Scrambles, and Grasstracks in the Western Centre. There was a great turnout at his funeral with people coming from far and wide, including many Leominster Club Members. Over the years I have many memories of Trevor, including one that really stands out. That is seeing him starting (I think it was a Vincent sidecar outfit) outside Geoff Bedford's Motorcycle Shop in Hereford, the outfit pointing towards the city centre but with more than a few revs on board he did a U turn (doughnut) and headed in the opposite direction leaving a great plume of tyre smoke! RIP Trevor. *(Regards, Terry Bass).*

NEWS SNIPPETTS

Welcome to new member Niall Phelps who we look forward to seeing at future club events. Currently 127 members have renewed their membership, 38 of them doing so online. You all should have received your new membership cards by now. If you haven't please let us know!

WHAM at February club night: No, not the 1980s pop duo, but guest speaker Del Britten from the Worcester & Hereford Advanced Motorcyclists to talk about their 'Skill For Life' advanced rider training.

MacMoney: In 2014 the club raised £867.12 for the MacMillan Nurses cancer charity. Well done and thank you everybody, especially those who organized fund raising events. The committee voted to top this amount up from club funds to a nice round figure of £1000 and a cheque will be sent as soon as possible.

Are you sitting comfortably? If not, Bigfoot recommends Buck Hardman in Kington (phone 07788 633722) for motorcycle seat repairs, recovering or alterations.

End of the line: Erwood Station café and craft centre closed for good after Christmas. There might be bigger and better biker's cafés but few set in such scenic and tranquil surroundings. It will be missed.

Honda museum: Classic Honda spares specialist David Silver is building a museum to house his extensive collection of Honda motorcycles and memorabilia at his Suffolk premises. The collection of over 200 bikes has many rare 1950s models, including an example of the first ever Honda (a clip-on engine for a bicycle), but also examples of the biggest selling models which made Honda a household name. It will be the largest museum dedicated to Honda motorcycles outside of Japan and he is still looking for more – especially the last one of only four original pre-production CB750 prototypes that's whereabouts has been unknown since the 1970s.

Over the sea and far away: A while ago the regular ferry service across the North Sea to Scandinavia stopped, but now there is an alternative – go by freighter! DFDS Seaways are a cargo company that operate roll-on/roll-off ferries for HGVs & cargo, but they do accept motorcycles and cars. The accommodation is fairly basic without the little luxuries (?) you might expect on a normal ferry but it does save riding the long way round if you want to tour in Norway or Sweden. The ships sail from Immingham in Lincolnshire to Gothenburg or Brevik. For details see: <http://freight.dfdsseaways.com/>

New CBT? The government is proposing revising the Compulsory Basic Training test for learner motorcyclists following a survey of both instructors and learners. (It makes a change that for once they are listening to the people actually involved rather than a bureaucrat sat in an office!). The proposals make quite a lot of sense, including teaching more rider skills, a theory test & the highway code, longer courses if necessary, and different qualifications for ‘twist & go’ or normal geared bikes.

Don’t bump, jump! You know those huge heavy power-packs that garages and recovery trucks have to jump start cars with flat batteries? Well you can now get miniature versions that are small enough to carry on a motorcycle (about 165mm x 70mm x 40mm). Using powerful lithium polymer batteries (up to 14000mAh) they boast enough power to jump start any car or bike and can also be used to recharge phones & other devices, or run a mini-compressor to inflate tyres, emergency lights etc. They are rechargeable from a mains supply and should hold their charge for months. They are available from several manufacturers at various prices and can be purchased from specialist retailers or at more competitive prices online from Ebay or Amazon etc (*search for “multifunction mini car jump starter”*). One could be very useful addition to your toolkit for long distance tours in remote areas on a bike that’s too heavy to bump start!

A name from the past: Remember Pride & Clark (*aka Snide & Shark*) with their bright red shop fronts that filled an entire street in South London for most of the 1950s, ’60s & ’70s? If you didn’t actually shop there you must have seen their famous black and white hand-drawn press adverts for bargain bikes, cheap leather jackets, rubberized waterproofs and endless aftermarket ‘go-faster’ goodies that lured every aspiring motorcyclist to part with their hard earned cash for all those years? Well they’re back! The company name has been revived and their ‘heritage archive’ has been raided to sell replicas of their supposedly ‘iconic’ range of clothing. I couldn’t possibly comment, but the terms ‘vintage fashion’, ‘bandwagon’ and ‘quick buck’ may spring to mind!

The ultimate bolt-on accessory? You can now buy a quick release trike conversion just in case you ever feel the need for an extra pair of wheels. The kits (from www.towpacusa.com) comprise a frame with tow hitch to attach to a solo bike and a pair of ‘side’ wheels that mount on that tow hitch. It retains the original back wheel so actually making it a 4 wheeler. Primarily intended for mega-tourers like Gold Wings and Electra Glides they are also available for some smaller bikes and scooters. There are 2 catches – one is that while attached you can’t use the tow hitch for a trailer, the other is anyone who sees you thinks you need stabilizers like a kiddie learning to ride a pushbike!

INCOMING CORRESPONDENCE

Our treasurer Vernon Parratt emailed us: “I was very flattered and felt quite emotional at the Presentation Evening on 10th December on receiving the Keith Morris Award, certificate and super engraved tray. Though even more important was the gift of Life Membership which will keep me in touch with all the affairs of the Club when we eventually move from the Hereford area. I thoroughly enjoy and appreciate the companionship of you all and look forward to enjoying as many more ‘first Wednesdays’ as I can. My sincere thanks to all the members of the committee and club, from Vernon Parratt”.

The Severn Freewheelers (Blood Bikes) have written to us. Diana Ridout gave us their thanks for the club’s donation after Nigel Warwick’s talk at club night in October. She said they currently operate 6 bikes doing about 150,000 miles and 3500 deliveries for the NHS each year. This is entirely funded by donations and money raised by their Prescott Festival of Bikes. We will of course be having a club stand again at this in April and probably their new autumn event at Shelsley Walsh as well.

Club member John Eastbury has contacted us. He says the Worcester Motorcycle Club (WAC) have inquired about us possibly visiting them at their Perdiswell Park HQ in Worcester. As yet we are unsure when this will be or what form the visit will take but we will find out – common sense says it must be mutually beneficial for local clubs to get together, as we did with the Malvern club last year.

QUIZ NIGHT RESULTS, PRIZES & RAFFLE

Five teams competed and the quiz comprised 50 questions worth a maximum of 85marks of which 44% were motorcycle related. In the grand tradition of awards ceremonies here are the results in reverse order.

With 39.3 marks the losers (*aka: the last of the winners*) were 'The Old Farts'. To save their blushes their names are omitted here – but you will be able to identify them should you see their prizes. Each team member received a wooden spoon engraved with the club logo and a Boost chocolate bar, hopefully to 'boost' their intelligence. Snapping at their heels was 'The Committee' with 45 marks, 'Specs R Us' with 50.5 and 'The Kington Angels' with 51.5.

The winners (*cue imaginary drum roll*) were 'The Three Wheelers' who scored 61 marks. Like a premiership football club they may have had an unfair advantage due to the size of their squad which apparently included one star player with a match winning knowledge of all things motorcycling. However to prevent undignified envy (or gloating) their names have also been withheld, but again they can be identified by their prizes – they each got a brain teasing wooden puzzle and a Snickers bar to laugh at their competitors ineptitude.

The raffle prizes were donated by Bob Dean, Barry Ruck, Ro & Frank Edgar, Phil Ball and John & Lynda Wilshaw. Raffle Boy Bob raised £50 which was handed over to Steve Hackett for his charity Remap for doing the quiz. (Brian Johnson & The Grumpy Old Rockers presented us with another large box full of prizes for future raffles).

Thanks to Steve Hackett for devising the questions, his slick presentation of the quiz, providing all the prizes and divulging the scores for publication here!
(*Will Morgan*)

IT'S TIME TO DO THE WRITE THING!

I love the sound of my own voice but after 5½ years of doing the newsletter I'm sure some of you would like to hear someone else for once! There are of course regular contributors like Sheila and Malcolm, but it would be nice to hear from some of the rest of you too. So please write something or send in interesting photos. Don't be scared of 'speeling mistooks' (*my computer's spell checker will sort them out*) and I have software that can enhance your photographs if necessary (*unless they're out of focus!*) – and if you wish to remain anonymous that's fine, just as long as you don't libel or offend anyone!

I normally have a stock of articles but this has dwindled and the cupboard is rather bare. So any stories from the past or present (*fact or fiction!*), product reviews & recommendations, technical tips, touring tales, reports of shows & motorcycle sports events etc. would all be very welcome – just please try to keep them on topic and relevant to the club or motorcycling in general. They may not appear straight away but they will get used sooner or later as space permits.

So please sharpen your pencils or tap your keyboards and write! Content contributions can be handwritten (*I can decipher most scrawls!*) or typed, and handed to me at club nights. Original photographs will be carefully scanned and returned – with additional photocopies if you want. Computer users can email items via the club's email address: lcemcc@ymail.com or direct to me: wrmorgan410@hotmail.com

The normal time schedule for the newsletter is as follows: I gather together & edit the content between club night & committee meetings (*on the second Wednesday of the month*) and then design the layout over the following weekend. It is then emailed to Terry Bass for proof reading and to Mike England for printing by about the 20th of the month – so any last minute additions, adverts or 'stop press' news must reach me before then! (*But please note this time scale does occasionally have to be shortened if Mike doesn't have access to his tame printer due to the school calendar, public holidays etc.*). It is then sent out by Terry & Frances in good time to reach you before the beginning of the next month.
(*Will Morgan*).

SUGARLAND & THE CLASSIC TT (Part2)

The story continues with Ed & Sheila on the Isle of Man.....

Friday 22nd August: Awoke to threatening dark skies, a huge rainbow which filled Douglas Bay and torrential rain. So everyone hung around the hotel hoping for better weather, which did fine out in the late morning to hot sunshine. Our bike gear and gloves were still wet from the previous day, but we thought they would soon dry out so we rode up to the Grandstand and parked against the barrier across the track with little space to spare – the Indian was swamped with admirers. Lots of great machines, and goodies everywhere, but we saved that treat for another day, as we wanted to do a complete circuit of the course. After frantic kicking of the Indian, it finally burst into life, and we set off for Quarter Bridge.

It took a while before we were on de-restricted roads. As we passed through the villages 30 and 40 mph signs were always in evidence. Ed had begun to notice that his Indian was becoming very sluggish on hills so we stopped in the car park at Glen Helen for yet another fettle. Whilst I made the most of the scenery I was treated to a group of 1960's style café racers – Tritons, Triumphs, BSA's & Nortons all with riders in period dress, looking like they were straight from the set of "The Leather Boys" and great to listen to as they roared away. No joy with the Indian, but we pressed on the Ramsey and after a brief walk on the seafront we set off again to Ramsey Hairpin, both bikes taking it in their stride, and set a good pace to the Bungalow, where Ed got ahead of me as I stopped to take photos just before Windy Corner. This brought back vivid memories of my first every trip around the course on my own bike in the 1960's. It was on a 175cc Bantam with my cousin as passenger and my throttle cable broke. We were rescued by a chap on a Velocette who cobbled his spare cable together for us to get us back to Douglas.

Saturday 23rd August: The main topic of conversation at breakfast seemed to revolve around where to watch the day's events – Vintage Club closed roads parade, 500cc classic TT race and Joey Dunlop Rivals lap. Most people were deciding on Creg ny Baa, but one chap suggested we tried a little known vantage point that he uses at the TT known as 'Albert's Wall'. He gave us directions via the back roads towards Bradden, so we settled for that spot and left in dry but dull weather. Just out of Douglas we encountered a very tight hairpin bend with a very rough surface. Ed had got ahead of me and as I negotiated the bend suddenly a Harley coming in the opposite direction veered straight towards me. I slammed on what brakes I had as it mounted the opposite bank. I was very shaken! Ed of course hadn't seen any of this but we later concluded that something must have grounded and lifted his back wheel, sending him off line.

We finally arrived at 'Albert's Wall' and parked in a large field already filling with bikes and walked through gardens & veggie plots around to the front of a small stone cottage. The front lawn was full of chairs and viewing platforms amongst the sunflowers and flower beds. The owner does this every year in return for a small donation to the local church, and a small group of church ladies had hot drinks, sandwiches, cakes etc on sale. The day's events were very up close and we had a great view of the road. As we left I got back to my bike and there parked next to it was a yellow Buell Blast exactly like mine and also owned by a woman. As there are barely 20 registered in the UK, the chances of this must be very rare – I only know of one other, near Hereford. Back at Sugarland the talk was about the Jurby festival the next day, and after a good meal we walked along the prom and saw a group of children throwing stones at a supermarket trolley a few yards out to sea. I have seen trolleys dumped in some weird places, but never in Douglas Bay before.



The view from Albert's Wall

Sunday 24th August: The day promised to be hot and was already warming up nicely as we left for Jurby via the course. Turning left after Ballaugh Bridge onto some of the worst surfaced roads we'd been on for ages, we were glad to park up at Jurby airfield in the busy crowded car park. Lots of trade and machine stands to peruse, and interesting machines including Bill Ivy's Jawa from 1969, and two sidecar outfits belonging to Scheidegger and Busch, plus Robert Dunlop's Norton Rotary, all taking part in either the parade lap of the TT course or at Jurby. The temperature soared so we sat on the grass eating ice cream, when John McGuinness had the misfortune to trip over Ed's foot! But no damage done to either party – or the ice-cream!! Later in the day we came across an old friend from my hometown, who in his youth raced Yamahas in the TT. We hadn't seen him for over 30 years, so it was great to have a catch-up and meet his family. Then in the paddock I came across a bike trailer on which was displayed our old Leominster Club logo. I asked the owner, who was entered in the event, if he was a member? But all he would say was that he was from Hereford – and walked away!

Later that afternoon the sky darkened so we headed south and rounded off the day at the Mann cat sanctuary at Santon. I'd wanted to visit for a while as I donate monthly to help the 40 or more cats they house, which are there for life and are never rehomed. However we were not prepared for the welcome. As we sat in the sun outside where the cats are free to roam, we were descended upon by cats of all colours and sizes, some deaf, some blind or missing limbs, and many had suffered horrendous cruelty, but are now happy and secure. Most wanted to sit on our knees, shoulders or anywhere they could perch. It was a place I will never forget.



Sheila discovers the true meaning of 'catatonic'?

Monday 25th August: The day dawned to the worst weather of the week, stormy winds and driving rain. The covers had blown off our bikes and had been recovered from the other side of the road by a kind soul who returned them to the hotel. Riding was out of the question and all racing had been cancelled, so we walked up to the grandstand, and bought last minute presents, paddock jackets and the usual t shirts. There was so much fascinating machinery on offer, but the most interesting had to be George Meiers 1939 TT winning supercharged BMW RS 255 Kompressor – back on the island to be ridden by his nephew Wolfgang. John Surtees tracked the machine down after it had a very chequered history, restored it and returned it to the BMW factory. We were lucky enough to hear the machine start up and run. At one point Ed disappeared to the gents, and coming out collided with Foggy – another highlight of his week! (*Who for? Ed or Foggy?*)

We walked back down to Douglas and found huge waves breaking over the road almost to the hotel walls, and heard on Manx radio that the fast-cat was stranded in Liverpool due to heavy seas and lack of full power. Ed shot off to the Steam Packet offices to see if this would alter our 4pm sailing home the following day, but was assured we would sail on time. One last sortie to the Strand to buy a pair of Kevlar lined winter gloves for me (an early birthday present) and other small souvenirs, then back to the hotel to say our good byes, and an early night. Ed was curious to know where the name 'Sugarland' came from, and the owner said that his daughter chose it after a place in Texas as she thought it would be memorable (it certainly is!).

Tuesday 26th August:

Tuesday came all too soon, as we packed our much enlarged belongings into our saddlebags, and went down to breakfast. A couple from Scunthorpe who we had got to know were certain that their toast was mouldy around the edges – they ate it anyway, but our 'Full English' was excellent as usual. Ed made one last trip down to the Steam Packet offices who assured him sailing times were on schedule, so we decided on one last trip, up onto Onchan Head and along to Laxey, where we stopped at the Laxey Wheel, now

behind high gates and stone wall. The café is long gone, burned down in the 1980's. Returning the way we had come the sun became very hot and we hit gridlock all the way into Douglas. Ed got through the traffic, whilst I filtered so far and then got stuck behind a very smelly refuse truck until I could see clearly enough to dodge all the traffic, horse trams etc.

After something to eat we boarded the fast-cat for an uneventful journey home, arriving in Liverpool just as the sun was setting. A very comfortable night was spent at the Docklands Travel Lodge – excellent value – and felt refreshed enough to tackle the morning rush hour traffic. Lots of changing lanes at the last minute on Ed's part as he tried to find the road out – and me following grimly behind hoping I wouldn't have to use my inadequate brakes too much. We were soon out of the city and had a very restful ride home at a steady 45-50 mph, just letting the world go by.

Yes, the Island has changed – lots more traffic, speed limits, buses, badly potholed roads, and a council that seems intent on breeding mini-roundabouts, but many places were just as we remembered them. Many places in Douglas no longer existed or where changed beyond recognition (after nearly 40 years that was to be expected) but what hadn't changed was the great atmosphere! My old Velocette, never missed a beat, and was a perfect gentleman for the whole trip, but Ed knew all was not well with his Indian so stripped it down and found that one of the original 70 year old inlet valves was badly pitted around the edge – but it is now back to full health.
(Sheila Whittingham).

MID-WEEK MEET

Date: Wednesday 18th February **Venue:** Shobdon Airfield Café,
(HR6 9NR, B4362, off A4110)

Meet from 12.00 noon for lunch or just a drink and a natter.

SUNDAY MEET

Date: Sunday 22nd February **Venue:** The Roebuck, Brimfield, SY8 4NE
(off A49 between Leominster & Ludlow)

Meet from 12.00 noon for lunch or just a drink and a natter.

MID-WEEK MEET

Date: Wednesday 18th March **Venue:** Countrywide Stores Café, Ledbury.
(HR8 2JQ, B4216 Dymock Road, off A449)

Meet from 12.00 noon for lunch or just a drink and a natter.

SUNDAY MEET

Date: Sunday 29th March **Venue:** Three Horseshoes, Felindre, nr Llanigon, LD3 0SU
(off B4350 near Hay on Wye or off A4078 near Talgarth)

Meet from 12.00 noon for lunch or just a drink and a natter.

Disclaimer: The Leominster Classic Motorcycle Club and committee cannot accept liability or be held responsible for any loss, accident, injury, death or loss of claims due to tips or suggestions given in this newsletter. The articles in this newsletter do not necessarily reflect the views of the editor or club committee.

Note: Any information that Leominster Classic Motorcycle Club holds remains confidential. Your personal data is stored on digital media in accordance with the provisions and requirements of the Data Protection Act of 1988 and will only be used to contact you on club matters

MEMBERS SERVICES

Eric Rees Motorcycles: Barton Road, Hereford. (Run by club member Ray Griffiths) Discount MoTs for club members: £23.00 (25% off, normally £28.65), MoT sidecar outfits £26.50 (normally £38.55). General repairs & servicing on all bikes. *Agent for Helite AirBag jackets.* Phone 01432 266164.

John Baber sells Car Components, Service Equipment, Motorcycle Batteries and makes Car Number Plates all at Discount to Members. 07798 573337 or 01981 250004

Richard Logan provides welding services 01886 888419.

Terry Bass: Chainsaw chain, ultrasonic cleaning for motorcycle carburettors, stockist of Peek Metal Polish, genuine parts available to order for Hinckley Triumph & Honda 1990 to date, including bikes, mowers, generators etc. Up to 10% discount on genuine parts and massive savings on pattern parts (normally in stock for lawnmowers generators etc). Phone: 07968 648237 or see www.terrybass.co.uk

Bill Wilson operates his own transport business. If you need anything moved please ring Bill on 07791 751954 (anytime).

Lynda Wilshaw Classic Cakes. Homemade cakes baked for any occasion. Phone 01432 760540

Dave Robinson (Kington Farm Supplies) offers 10% discount on production of club membership card for Morris Oils including Classic single grade SAEs or Classic Film multi-grades (for old bikes), semi & full synthetic oils (for modern bikes) and good quality tools including AF & some Whitworth. Phone 01544 230661 and ask for Dave.

CALENDAR OF EVENTS 2015 (Events in italics are non club events)

	JANUARY		FEBRUARY
Sun 4 th		Sun 1 st	
Wed 7 th	Club Night - Quiz	Wed 4 th	Club Night
Sun 11 th		Sun 8 th	
Wed 14 th	Committee Meeting	Wed 11 th	Committee Meeting
Sat 17 th	Skittles & Social Evening	Sun 15 th	
Sun 18 th		Wed 18 th	Mid-Week Meet: Shobdon Airfield Café, HR6 9NR
Wed 21 st		Sun 22 nd	Sunday Meet: The Roebuck, Brimfield SY8 4NE
Sun 25 th	Sunday Meet: Robin Hood, Castlemorton, WR13 6BS	Wed 25 th	
Wed 28 th			
	MARCH		APRIL
Sun 1 st		Wed 1 st	Club Night
Wed 4 th	Club Night	Sun 5 th	
Sun 8 th		Wed 8 th	Committee Meeting
Wed 11 th	Committee Meeting	Sun 12 th	Prescott Bike Festival
Sun 15 th		Wed 15 th	Mid-Week Meet: The Sun Inn, Leintwardine, SY7 0LP
Wed 18 th	Mid-Week Meet: Countrywide Store, Ledbury, HR8 2JQ	Sun 19 th	
Sun 22 nd	<i>Wistanstow Show</i>	Wed 22 nd	
Sun 29 th	Sunday Meet: Three Horseshoes, Felindre LD3 0SU	Sun 26 th	Will's Viaducts & Views Run
		Wed 29 th	

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	MAY		JUNE
Sun 3 rd	Postman Pat Withington Show	Wed 3 rd	Club Night
Wed 6 th	Club Night	Sun 7 th	Bob Dean & Frank Edgar's Run
Sun 10 th		Wed 10 th	Committee Meeting
Wed 13 th	Committee Meeting	Sun 14 th	
Sun 17 th	Steve Powell's Run	Wed 17 th	Mid-Week Meet: Bottle & Glass, Picklestock, SY6 6NR
Wed 20 th	Mid-Week Meet: Red Cow, Pontsticill, CF48 2UN	Sun 21 st	Will's Run
Sun 24 th	Bigfoot's 1 st Classic Run	Wed 24 th	
Wed 27 th		Sun 28 th	Terry's Run
Sun 31 st			
	JULY		AUGUST
Wed 1 st	Open Night	Sun 2 nd	Den's Burn Up Run
Sun 5 th	John & Lynda Wilshaw's Run	Wed 5 th	Club Night
Wed 8 th	Committee Meeting	Sun 11 th	Bigfoot's Classic Bike Run
Sun 12 th		Wed 12 th	Committee Meeting
Wed 15 th	Mid-Week Meet: <i>(Terry Bass)</i>	Sun 16 th	John Peters & Dave Peake's Tenby Run
Sun 19 th	Steve Hackett's Run	Wed 19 th	Mid-Week Meet: Steel Horse Café, near Abergavenny, NP7 9AY.
Wed 22 nd	Bigfoot's 'Cos We Can Run	Sun 23 rd	
Sun 26 th	<i>Aberdare Races</i>	Wed 26 th	
Wed 29 th		Sun 30 th	<i>Tonfanau Races?</i>
	SEPTEMBER		OCTOBER
Wed 2 nd	Club Night	Sun 4 th	Memorial Run
Sun 6 th	Will's Run	Wed 7 th	Club Night
Wed 9 th	Committee Meeting	Sun 11 th	
Sun 13 th	Shelsley Walsh BikeFest	Wed 14 th	AGM & Committee Meeting
Wed 16 th	Mid-Week Meet: Old Station, Tintern, NP16 7NX	Sun 18 th	
Sun 20 th	Bigfoot's Classic Bike Run	Wed 21 st	Mid-Week Meet: Bell Inn, Pensax, WR6 6AE
Wed 24 th		Sun 25 th	
Sun 27 th		Wed 28 th	
Wed 30 th			
	NOVEMBER		DECEMBER
Sun 1 st	Brass Monkey Run	Wed 2 nd	Committee Meeting
Wed 4 th	Club Night	Sun 6 th	Winter Idiots Run
Sun 8 th	<i>(Remembrance Day)</i>	Wed 9 th	Christmas Club Night
Wed 11 th	Committee Meeting	Sun 13 th	
Sun 15 th		Wed 16 th	Mid-Week Meet: Queenswood, HR6 0PY
Wed 18 th	Mid-Week Meet: Bush Inn, HR4 8EH	Sun 20 th	
Sun 22 nd		Wed 23 rd	
Wed 25 th		Sat 26 th	Boxing Day Meet.
Sun 29 th		Sun 27 th	
		Wed 30 th	

(Events in italics are non club events)

