



# THE BUSH NEWS



LEOMINSTER CLASSIC MOTOR CYCLE CLUB NEWSLETTER

Website: [www.lcmcc.uk](http://www.lcmcc.uk) Email: [lcmcc@ymail.com](mailto:lcmcc@ymail.com)

October 2016

## SHELSLEY WALSH BIKEFEST - photos by various



No sooner was the Prescott Festival of Bikes in April over than we were invited to have a club stand at the second Shelsley Walsh Bike fest, on September 4<sup>th</sup>. We had 10 bike passes allocated and an exhibition stand size 15 mtrs x 5 mtrs. Most of the members who had been to Prescott ordered passes and those that had been to Shelsley previously didn't hesitate, we sold out.

We needed to be on site by 8.30am so started out from Hereford at 7.45am,

joining us this year for the first time was Jack England on his Yamaha Fazer. It was a brisk journey and we arrived on time, picking up Eddie & Sheila at Bromyard. Malcolm Copson was already there although he wasn't allowed in with his Triumph until he got his pass from me. It appears he kept the marshals amused as only Malcolm can until we arrived. Club member Denis Rowlands who camped over Saturday night was already on site. Me and the wife had been over on Saturday afternoon to confirm which area we would be in so it was just a matter of arriving on Sunday Morning, parking up and making a display.



Denis and myself had booked to run the hill, Denis on his Bonneville and me on the Twist,n,Go, at least I wasn't the slowest. There was a helicopter turbine shopping trolley and an invalid scooter to compete with along with the awesome race bikes & 3 wheelers, Morgans and Mark Grinnell in his latest 185bhp Grinnell Scorpion Trike who was giving spectator rides for £15 a go, the money being donated to the Blood Bikes Charity. There were dozens of exotic race machines, vintage, classic & modern bikes in the pit area, and on display.

I took my morning run rekindling the memories of when I last competed there back in 1982. Denis had 4 runs. Unfortunately I had to forego my second run in the afternoon after feeling a bit under the weather, although the weather overhead was sunshine for most of the day.



About 4.30/5ish. we packed up and headed for home The event was in aid of the Blood Bikes which several of LCMCC Members are members of. Thanks once again to everyone who came and to Denis who carried the club gear in his Camper Van and allowed us to use it as a helmet store. No doubt we will be receiving details for Prescott April 2017 where we can do it all again. There are a lot of photos on the clubs Facebook page. To join Facebook click on the link below, it's closed to club members only so



there is no outside interference or spam. <https://www.facebook.com/groups/595694947136722/>

Thank you all  
Terry Bass

### **BIGFOOTS RAMBLINGS**



Summer has passed too fast must be getting old! Thanks to Bob and Len for a very enjoyable run on the 14<sup>th</sup> August, gave me a chance to give the Ariel a gallop, also to Steve Hackett for his run on the 21<sup>st</sup> not such a nice day, a bit dull & damp. Both runs were well supported and Steve found a cracking tea room in Clun.

Looking to the future, we are going to need some new faces to come forward to run the club as some of us have been around for a very long time and would like to back off and let some of the younger members have a go as the club needs to keep moving on. That means we need to fill the posts on the committee and as officers. I am sure that nobody wants to see the club come to an end after 25 years so we need the next generation to help run things in the future.

It's been real experience being in the chair for last 18 months. I'm glad I've done it but it's not for me, I'd rather work in the background. I am not going away and will do the midweek meets, the odd run, help out at the Ancient to Modern Motorcycle Show (Sec Note. Glad to hear that) and Open night.

As most will know by now I have had a third wheel fitted to the Suzuki. I had been led to believe that riding a sidecar involved black magic and sacrificial offerings. It's not that bad and it's nice knowing I can't fall over in the winter. As we now have a few 3 wheelers in the club, in 2017 I will try a run for any 3 wheeler, outfit, car,(3 wheels) trike, classic bikes and smaller lower powered machines just to see if there is any interest in it. It will be a run on A & B roads of about 100 miles probably around Elan valley.

I understand that Shelsley Walsh went very well once again. Everyone I spoke to enjoyed themselves. I was at a VMCC event that day and very good it was too.

As this is my last ramblings I thought I'd tell you about September 10<sup>th</sup>. On a damp, dull day a small contingent went to the Kyre Valley Railway which is running for REMAP a charity run to help the disabled. We spent 3 hours riding the trains over two miles of track. Drinking tea/coffee and eating lovely cake. Some of us had to be rescued when our little engine could not get grip on the wet rails, so they sent a banking engine to rescue us. A very pleasant way of spending 3 hours. Thanks to REMAP for putting it on. Well that's it from me thanks for all the support and help over my time as chairman.

Ride safe  
(Bigfoot).

## COMMITTEE UPDATE



The AGM is the next big event - Oh, silly me, it's not, it's the free food night on 5<sup>th</sup> Oct! Well, when your dinner has gone down give a thought to who you would like representing you on committee and get those nominations in. We are keen to see some new faces to keep us fresh and feisty. The Club has three officer positions with each normally held for a period of three years after which time the post holder must stand down but may stand again for re-election.

The current post holders are:	term ends
Chairman Mike Davies	Oct 2016
Secretary: Dave Peake (acting)	asap
Treasurer: Terry Bass	Oct 2017

It makes sense for any club to have a succession policy and have people 'waiting in the wings' to take over should this be necessary between AGMs. Of course, any temporary committee appointment has to be validated by the membership at the AGM. This year we are trying to make sure we have the necessary people identified to run the club for the near future. Consequently, we would like to receive nominations for all three positions so that those incoming have the opportunity to shadow the current post holders before they retire from office.

Each candidate requires a proposer and seconder all three of whom must be current members of the club. A candidate may stand for more than one position but be elected to only one of them. Voting is in person at the AGM only.

Ordinary committee members don't need to be voted in, just have a pulse and be positive! Don't forget you can come along to any committee meeting to see what we get up to.

Welcome to new member Rob Austin who you may recall won the Best in Show award at the Open Night but we forgot to give him the trophy! We didn't wait 'til he joined before we gave it to him, honest! The deposit account stands at £2592 and business account at £3092 (which includes £951 earmarked for charity so far).

The diary of events for next year is now being worked on with our first 3-wheel run already scheduled. If you would like to put on some runs it might be a good idea to contact Denis early to book a slot.

Vice grip

## MOORE MUTTERINGS:



There's been quite a bit on Facebook lately about Club Runs and Steve has done an article this month on the "Drop-off" system. As I can't think of a single thing to write here I thought I might as well put in my two pennyworth.

As an inexperienced rider (only past my test 6 years ago) and not having a very good knowledge of local roads, I found the Club drop off runs really reassuring. No need to worry about following route signs or getting lost and always someone around if something went wrong. Following a number of different riders taught me a lot, ok, occasionally it was what not to do but it was still learning and because it was straight on until there was someone on a corner no need to rush.

Having gained a bit of experience both of the Club and as a rider I now know I enjoy certain runs more than others. I know that I personally tend to ride better if I'm riding at my own pace or even slightly challenged to get out of my comfort zone. Too pedestrian for too long and if I'm honest I start to struggle maintaining concentration.

We're lucky in the LCMCC that there are run leaders who organise very different runs and it's relatively easy to pick the type of run that suits both you and your bike. Personally I'd really like to see the odd route map run in the mix (as well as, not instead of) even if I do get lost!!

(Sue Moore, email: [bobandsuiz@hotmail.co.uk](mailto:bobandsuiz@hotmail.co.uk)).

Ps. can you name the 3 "spooky" bikes for sale? Answer after calendar

### **SALLY FORTH FOR A BUN IN CLUN**

This was my attempt at a quirky title – perhaps not! Anyway, the weather held, just, and along with new(ish) members Mike and Jo, a dozen or so bikes set off and we made good time to Knighton where the threatening skies prompted a stop for optional waterproofs with several of the (more elderly) gentlemen taking full advantage of the proximity to the toilets. Personally I'm always better in the afternoon (TMI I hear my daughter shout).



The best laid plans, as they say had cautioned me to check the Bridge Café would be open as the proprietor's passion for attending postcard fayres in preference to doing business has caught out many a visitor in the past. Duly alerted to the closure I arranged to go to The Maltings on the High Street and what a find; will definitely use this venue again.



There was a road closure between Clun and Bishop's Castle so we had to divert via Little Brampton which, along with our waterproofing and leisurely breakfast stops, meant lunch would be late – oh well, I thought, practise your mindfulness and enjoy the moment. Actually, the roads were pretty dry for the most part and the sun came out for a bit so life was good. That is until we climbed up towards Cefyn-y-coed for the fantastic views to find them obscured by cloud but there was at least a hint of promise which

encouraged me to try this route again at some point. The winding road down into Abermule only to wind back out again up the other side of the valley saw some damp roads through the woods but surprisingly gravel free considering the recent rainfall. Then it was on to the climb up to the Kerry Ridge for a brief, cold and windy stop before the descent back to Clun. I had used this piece on a recent run from Lake Vyrnwy and as it had been a major grin factor then was no less pleased to find equal pleasure from a second attempt.

From Clun through Chapel Lawn, Bucknell, Lingen I began to congratulate myself on a job well done but then we lost a few at Mortimers Cross. Fortunately, everyone knew the way to the finish so we left them to find their own way to Dom's. Newcomers Mike and Jo were welcomed with 'I didn't know you had a

bike'. It seems that they live quite near and had previously only ever walked there with the dog; this was their first time to the bike stop on a bike!

There were fewer bikes at the finish than had started out and although there is truth in the saying, you can't please everyone all the time, it is always saddening to not meet everyone's expectations whether it is with pace, timing, cafes, stops, etc. and for even one member to feel excluded is one too many. This is an area that needs more consideration, that's for sure. Inclusion is what we pride ourselves on as 'every bike is classic', so, then, is every rider.

Steve Hackett

## THE CAT & FIDDLE

You have all heard of the Cat & Fiddle road haven't you? Well if not, it's the A537 over Goyt's Moss Moor between Buxton and Macclesfield and named after pub at its summit 1690ft above sea level. Recently during a short visit to the Peak District I was going to have a chance to sample this notorious road for the first time myself. Well it would be silly not to see what all the fuss is about wouldn't it?

It is regularly claimed to be one of Britain's best biking roads and one of its most dangerous. It's about 12 tempting miles of sensational rollercoaster switchback bends that as an unfortunate consequence has a truly horrendous accident rate. The majority of accidents involve motorcycles, and the majority of these do not involve any other vehicles. By deduction this means they are almost all due to rider error, principally excessive speed and vastly misplaced over-confidence in their ability. I won't sicken you with the stomach-churning figures, but in comparison to this road's grizzly accident statistics racing in Isle of Man TT sounds very significantly safer.

After a cool but dry journey from Herefordshire we arrived in Buxton in drizzle. We parked and headed straight for the museum & art gallery. Karen and I are never shy of a little cultural edification but its attraction today was its close proximity, free admission and shelter from the weather - the drizzle had matured into a fully-fledged downpour. Inside, in a prime position and rather incongruously displayed in the middle of a contemporary art exhibition, was a 1980s Wankel Rotary powered Norton police bike, courtesy of the Derbyshire Constabulary. Was this a cutting edge conceptual art installation? If so I shall await this year's Turner Prize entries with interest.

The next day we explored the Peak District, discovering picturesque villages and delightful rural byways down in the valleys, steep twisting ascents around rocky outcrops and up escarpments onto the bleak barren windswept upland moors. Here potentially fabulous rider's roads with open sweeping bends and clear lines of sight ahead are restricted not only by a blanket 50mph speed limit but also almost continuous solid double white lines. So if you get stuck behind slow traffic there is little prospect of making progress legally, and if all that wasn't enough the local authority was enthusiastically top dressing mile after mile of roads with stone chippings – and I hate riding on loose gravel with a vengeance. To top everything off in the late afternoon the rain came back, also with a vengeance.

By coincidence that evening the local Vintage Motorcycle Club branch was due meet at the country pub where we were staying. Karen reckoned no one would turn up in the rain. I argued we were 'up north' where they breed them tough and resilient with plenty of grit and determination, not like us southern softies. She was right, I was wrong, and only one 'Billy-No-Mates' showed up – riding a bike that looked suspiciously like it had the same previous owner as the bike in the art gallery. It was white, and as they used the same fairings could have been either a 1980s BMW RT or another Norton, but I wasn't going to get soaked outside just to find out.

In the morning we set off for home via the Cat & Fiddle. It was another lovely British summer's day – pissistant drizzle, a blustery wind and gloomy sky. Before we had reached Buxton things got worse with heavier rain, stronger wind and thickening mist. At the start of the Cat & Fiddle there is a prominent sign announcing 50mph average speed cameras for the length of the route. This was surreally optimistic as the crosswinds were now gale force and visibility was down to 30 metres. Conditions were extremely treacherous to say the very least and got even worse as we climbed towards the summit. I hoped that it would be better on the other side as we descended towards Macclesfield. I hoped in vain – it was every bit as bad.

It was distinctly disorientating riding such a twisty road in such dense mist. Without any visible landmarks or horizon any natural sense of direction was lost and I couldn't tell if we were heading north, south, east or west. Every bend became a challenge, anticipating which way the fierce wind would try to send us. Into a ditch, a dry stone wall or down an unfenced precipice? Or alternatively across the white line into the path of barely visible trucks looming out of the mist and quite possibly on our side of the road to straighten a tight bend? I felt extremely vulnerable - if I could barely see them, could they see us? The Cat & Fiddle Inn itself was passed as just an amorphous roadside blob in the periphery of my vision and I never did see the car on its roof in a ditch that Karen spotted - I was too preoccupied trying to read the road ahead. Have you ever tried riding a motorcycle by Braille?

So as for its qualities as a great rider's road I will have to plead ignorance and withhold judgement. While it was an immensely challenging ride, in absolutely no way was it an enjoyable one. One day maybe I'll get to ride it again, preferably when I can see where I'm going. Apparently it is a very scenic route with panoramic views over the Cheshire Plain and Greater Manchester but for all I know it could have been the Hanging Gardens of Babylon and the Pyramids of Giza, although Arctic Tundra and the Gulags of Siberia felt rather more likely. By the end of the 50mph average speed camera zone I guess we had actually averaged less than half that at the very most – any faster and I probably wouldn't be here to write this! Without any doubt my memories of this road will be of its dangers - but entirely different dangers to those on which its grim reputation is founded.

Will Morgan

PS: Sorry there's no photos - my Box Brownie couldn't compete with the conditions!

## **GOLAN HEIGHTS RUN**

Is it my imagination or is Welshpool getting further away? Still, a 10:00am start gives sufficient time for a leisurely run over there. Just passing Luctonians and the rain starts and it looks as though it will be setting in for a while so on with the waterproofs. Needless to say the skies clear and the roads dry out beyond Little Brampton and I arrive a bit hotter than I'd like. A quick fill up and on to join the seven other riders at Raven's Yard - and dispense with the wet weather gear.

First stop is Meirion Mill at Dinas Mawddwy following a good run along the A458 with not too much traffic to hold us up for long. First moan: why must tea come with a pot and extra water sufficient to challenge even a Kalahari bushman's bladder? OK, I know you don't have to drink everything but you do have to pay for it all! Just as we are about to re-mount our bikes, a phone call tells us that John Ivy is on his way having been held up so we wait for him to join us. We use the time to admire Eddy's KTM 390 and have to look long and hard to find any fault – nitpickers that we are. We had six different manufacturers of the nine bikes of varying size and age, proof that it really doesn't matter what you ride as long as you enjoy it.

The A470 to Dolgellau was awash with cyclists and at first it was amusing to watch the antics of motorists trying to execute overtakes. They appear to fall into one of two camps: those that won't overtake on solid double lines and those that push through regardless, forcing oncoming traffic to adopt preservation strategies. Quiz question: name the four categories of road user you may overtake on solid white lines? It's busier now as the roads become swollen with Bank Holiday traffic but we still maintain a good pace

and decide on an earlier lunch at Tan-y-Bwlch station on the Ffestiniog railway. Didn't see any trains but a helpful passer-by reported a stench of petrol coming from one of the bikes; turned out to be of no consequence, thankfully.



We took a mountain road from Prenteg to Golan which was characterised by its twistiness, narrowness and plethora of cattle grids; it's hard to take in the view when concentrating hard. Then, after a trifle boring A-road linking section, we bowled along a superb piece of the B4418 from Nantlle to Rhyd-Du and the A4085 to Beddgelert. Sunday sees this town act as a honey pot for the

Snowdonia visitors and we were glad to leave them behind with their ice creams a-dribbling as the sun was out and the road beckoning us on. We re-traced some of the earlier route to pick up the A458 to the Duffryn Café at Foel but came across a serious accident where a biker was being stretchered away and his Fireblade broken beyond any hope of repair. At the café, conversation naturally dwelt on what could possibly have happened although it did appear to be a single vehicle accident. Soon afterwards the police arrived on the scene to shut the stable door.

The ride ended with the café but my experience certainly did not. I decided to return home via New Mills and the B4385 to Bishop's Castle only to find it blocked by fire crews attending to another incident. As if that were not enough, the skies now began to threaten and having had good weather all day against the odds I wasn't about to get a soaking. I pressed on as although the roads were wet it looked as though I was riding behind the storm. All went well until Kingsland when the standing water became really noticeable. By the time I got to Bush Bank I was getting soaked from beneath! Then it came and boy, did it come. And as for the numpty who refused to slow down as I was negotiating a full-width flood across the road and so completed my full immersion I spoke a few choice words mainly beginning with the first few letters of the alphabet. Hopefully I'll dry out by next club night and try to remember the great ride, thanks Dave; and great company, thanks all.



Steve Hackett

### **SOME THOUGHTS ON THE DROP- OFF SYSTEM**

Advanced rider groups often don't favour the drop-off system; in fact some individuals hate it with a passion. Why, you may ask? Well, to answer this requires a look at the alternative systems and to review the relative merits of each. I sometimes think that the riding systems we use are similar to the major religions of the world, i.e. there is much in common in principle but the implementation can be very different.

Advanced group riding often relies on a few key factors:

- Small groups of, say, three or four bikes

- Broadly similar rider skill and ability levels
- Common knowledge of the route

Drop-off group riding has some markedly different features:

- Can accommodate (virtually) any group size
- Wide variety of ability levels
- Sketchy route knowledge, can just turn up and follow

To be successful, both systems should:

- Allow riders to 'ride your own ride'
- Be consistent when applying 'the rules'

If you drill down into the implementation of the principles, then you begin to expose any weakness. For example, a large group of advanced riders splits up into smaller 'packets' arranged by ability, this is not an exact science and, depending on who is present on the day, may sometimes create a mismatch which becomes evident quite quickly. There will be no opportunity to change this until the first break/stop and faster riders need to accommodate the slower riders. There are two major consequences: faster riders lose enjoyment and slower riders feel pressurised. A second factor for advanced riders is the expectation that they have made some attempt to obtain/learn the intended route. Often there is a heavy reliance on sat navs with ready access to shared route information but there is a contingency plan for those not certain of the route. How this works in practice is that at any turn or deviation in the route riders do not continue until the following rider has visual contact and knows the direction to go – the drop-off system!

Now, consider the example of a large group of bikers using the LCMCC drop-off system (sometimes called lead & tail system). There is no attempt to split them up and a group of a dozen or so bikes is common. What this could mean on the road is a long snake of bikes moving in procession which can be interpreted as obstructive and insensitive to other road users. Also, the issue of rider (or bike) ability is recognised by stating the suitability of the ride out as firstly, a bumble, i.e. a slow and gentle ride great for older bikes; secondly, brisk, i.e. making progress; or finally, suitable for all bikes, i.e. somewhere between the two. Clearly there is overlap and it can be difficult to gauge whether your bike or riding skills will be challenged.

In the past there has been a tendency to try to keep the whole group together with the lead rider slowing pace so that others stay in contact. This insistence on long processions of bikes is the area that aggravates advanced rider organisations, the police and other road users. A further problem is the feeling that following riders who fall behind need to keep up or they'll get lost because they don't know where they are going. This can lead to raising their speed beyond safe or legal limits and puts them at risk of accident or prosecution. What is needed is a change in mind-set so that all riders know and can be confident that they continue on a road until they see a rider from their group waiting at a junction. There is never a need to go faster than they are comfortable with. This is where applying the rules consistently comes in and allows the lead rider to travel at their planned pace knowing that the group **will** split due to normal traffic conditions yet will reform and regroup in a changing formation from time to time.

Looking again at the two systems but this time focusing on the similarities between them shows that there is much common ground and the LCMCC is trying to address potential problem areas:

<b>Factor</b>	<b>How addressed</b>	
	<b>Advanced Group</b>	<b>LCMCC</b>
Rider skill and/or bike capability	Rider assessment	Grading the ride
Route knowledge	Published online	Details available
Group size (avoiding long snake)	Forced split (manual)	Natural split (traffic)

Here's what the Bournemouth and Wessex Advanced Motorcyclists say on group riding:

*It is important to take into account the right of other road users to use the roads without unnecessary hindrance. Be aware that large groups of bikes riding together can disrupt the flow of traffic and should be avoided.*

*Where the number of participants is large, or riders are of mixed ability, and the route complexity or required skill level justifies it, consideration should be given to splitting the run into smaller groups, each with their own Observers.*

And on rider ability:

*Each and every rider must ride within their own capabilities and must exercise their own judgement when determining the safety of their actions.*

What system do they use? The lead & tail system!

There is clear evidence that any conflict or tension between group riding systems is largely confined to the way in which they are implemented rather than any difference in standards or principles. As riders we, through our own actions, can make a system safe or suspect; let's do the right thing.

Please feel free to feed back any comments or opinions on how the club should hone its drop-off system and group riding so that all members can benefit.

Steve Hackett

### NEWS BITS

The Club welcomes **new members** Robert Austin from Ludlow and Sam Cash from Leominster taking the membership up to 168.

**August Club Night raffle** prizes donated by: Will & Karen Morgan; John Peters; Phil Ball; Steve Keith; Alan Kiley; Tom Bradshaw Raffle seller Lynn Wilshaw. £43.64 Raised for Club funds.

**REMEMBER** Free food night & AGM

### FOR SALE



YAMAHA FJR 1300 2002 silver 76000 miles. Just had its 3<sup>rd</sup> major service. Many extras inc heated grips and panniers. £2500 Dave Browning 075 278 03509

2 very nice First Gear heavy grain leather 'Scout' motorcycling jackets purchased in the USA. Anyone interested can contact me by email, pottshardy22@hotmail.com

2 x Spark Plugs Repl NGK BM6A Champion CJ8 Mini Moto Terry Bass 01432 355683

Complete tow bar for Merc Sprinter Van/Motor Caravan £50 Ron Moore 01544 38 621

Craven Carriers, Various £25 each Ron Moore 01544 388 621  
Ariel (1950's) 42 teeth rear sprocket £25 Ron Moore 01544 388 621  
Handle Bar Screen for older bike 50/60's with apron, well made £30 Ron Moore 01544 388 621  
Avon handlebar screen £28 Ron Moore 01544 388 621  
Motorcycle chain rivet extractor £6 Ron Moore 01544 388 621

### **MEMBERS SERVICES**

Eric Rees Motorcycles: (Run by club member Ray Griffiths) Discount MOTs for club members: General repairs & servicing on all bikes. Agent for Helite AirBag jackets. Phone 01432 266164.

John Baber: Car components, service equipment, motorcycle batteries and car number plates discounted to club members. 07798 573337 or 01981 250004

Richard Logan: 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](http://www.terrybass.co.uk)

Bill Wilson: operates his own transport business.07791 751954 (anytime).

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

Dave Robinson (Kington Farm Supplies): 10% discount to club members for Morris Oils including Classic single grade SAEs or Classic Film multi-grades, semi & full synthetic oils and good quality tools including AF & some Whitworth. 01544 230661 and ask for Dave.

### **RECOMMENDED BY MEMBERS:**

Clothing alterations, repairs & tailoring (including) leather: Sew Bright 01432 352622 (Highly recommended by many members)

Seat repairs: Buck Hardman 07788633722 (repaired Bigfoots seat on the Ariel)

Drive chain oiler. Tutoro, Lydney 01594 841097 (recommended by Bigfoot)

Sheepskin seat covers, canvas bags, sheepskin slippers and boots (Local supplier) web site: <http://www.yurtmatters.co.uk> Email: [yurtmatters@yahoo.co.uk](mailto:yurtmatters@yahoo.co.uk) Tel 07952 99832 or 01981 510271 (made comfy sheepskin seat cover for Bigfoots Ariel)

Not strictly a recommendation but **LCMCC club members are eligible for 10% discount** on items purchased online at the **Green Spark Plug Company**. Enter the discount code CLUBMEM10 in the coupon code area of the checkout. website: <http://www.gsparkplug.com/> more detail here: <http://lcmcc.uk/blog/2016/02/12/members-discount-at-green-spark-plug-company/>

[www.aidansweeney.co.uk/](http://www.aidansweeney.co.uk/) . AidanSweeney, Traditional Gents Outfitters, 7-8 The Market Arcade Brecon Powys LD3 9DA - For anyone like me whose waistline has disappeared and finds it necessary to wear braces: It can be difficult finding a pair with decent clips that don't let go with a twang at critical moments, without resorting to the industrial type with crocodile clips. I can recommend these, not cheap but I have wasted

(waisted) loads on supposed quality braces with inferior clips and Aidan is a smashing bloke to deal with.  
– Brian Johnson

Traditional Boot & Shoe repairs (including replacement zips) C Westbury, 5 The Homend, Ledbury -  
Opposite Ledbury Clock Tower) 01531 632001 – Sue Moore

OJR Motorcycle Service/Repairs Richard Power, Outfall Road, Hereford, HR1 1XY. 07391 697166 email  
[ojrmotorcycles@gmail.com](mailto:ojrmotorcycles@gmail.com) - Bigfoot

## CLUB SHOP

Club shirts & other clothes etc.: Clubsport have set up an online shopping facility for us:

[www.clubsport.co.uk/index.php/clubshops/category/85-leominster-classic-motorcycle-club](http://www.clubsport.co.uk/index.php/clubshops/category/85-leominster-classic-motorcycle-club)

Or you can order at any of their shops: Leominster (South Street), Hereford (All Saints Court), Ledbury (Bye Street), Ludlow (Old Street), Newtown (Broad Street), Ross on Wye (High Street) and Kington (Church Street). Please note: The design for the club logo is held at the Clubsport base in Kington but any branch's staff can find it amongst the local sports clubs listed on their in-house computer system.

Badges, Stickers etc: Enamel lapel badges £1.00

Club stickers (small £1 large £1.50) all available from Bob Dean & Lynda Wilshaw at club nights

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.

### RUN SHEET

**Title:** Memorial Run – Very gentle bumble – Ok for smaller lower powered and classic bikes

**Date:** Sunday 2<sup>nd</sup> October

**Start:** Queenswood Café, Dinmore Hill 10.30am

**Route:** 85 miles start to finish Please note NO FUEL on ROUTE so fill up to start. Some A+B but mostly C class roads with three steep hills up and down, a Bigfoot duel carriageway.

**Meal/Drink Stops:** Coffee-at start Lunch- Crown Inn Longtown

**Finish:** New Strand Eardisley for tea+cakes

**Organizer:** Bigfoot 01432 277720 evenings best

### RUN SHEET

**Title:** Dens Burn Up Run

**Date:** Sunday 16<sup>th</sup> October

**Start:** no details at time of going to print

**Route:**

**Meal/Drink Stops:**

**Finish:**

**Organizer:**

MID-WEEK MEET

**Date:** Wednesday 19<sup>th</sup> October

**Venue:** The Bridge Inn, Kentchurch, HR2 0BY.

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

MID-WEEK MEET

**Date:** Sunday 30<sup>th</sup> October

**Venue:** The Kilpeck Inn, Kilpeck HR2 9DN

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

RUN SHEET

**Title:** Turn Back Time Run- to winter meet- Suitable for: most bikes as speeds up to 55 mph on A roads, up to 45 mph on B

**Date:** Sunday 30<sup>th</sup> October

**Start:** 10.30 Holmer Rd Garage, Hereford

**Route:** Holmer Rd > Credenhill > Sarnesfield > Letton > Bredwardine > Peterchurch > Kilpeck

Distance: approx 40 miles Fuel: at start no stops

**Finish:** 12.00 The Kilpeck Inn

**Organizer:** Steve Hackett 01432 272244 on day 07731509995

**CALENDAR OF EVENTS 2016**

(Events in italics are non-club events and advisory only, details should be checked)

	OCTOBER		
Sun 2nd	Memorial Run		
<i>Sun 2nd</i>	<i>Mid-Wales Classic Bike Show. Pant-y-dwr, Nr Llanidloes</i>		
Wed 5 <sup>th</sup>	Club Night - Free Food Night		
Wed 12 <sup>th</sup>	AGM		
Sun 16th	Den's Burn Up – Details TBA		
Wed 19th	Mid-week Meet, The Bridge Inn, Kentchurch, HR2 0BY.		
Sun 30th	Winter Meet, The Kilpeck Inn, Kilpeck HR2 9DN		
Sun 30th	Turn Back Time Run – to the winter meet		
	NOVEMBER		DECEMBER
Wed 2 <sup>nd</sup>	<i>Club Night</i>	Wed 7 <sup>th</sup>	Committee Meeting
Wed 9 <sup>th</sup>	Committee Meeting	Wed 14 <sup>th</sup>	Club night- Christmas Meet
Wed 16 <sup>th</sup>	Mid –Week Meet TBA	Wed 21 <sup>st</sup>	Mid-Week Meet TBA
Sun 27th	Winter Meet, New Inn, Pembridge HR6 9DZ		

(Longer term outlook can be found on the club website)

“Spooky” bikes: BMW Ghost, Vincent black shadow, Hesketh Vampire