



THE BUSH NEWS



LEOMINSTER CLASSIC MOTOR CYCLE CLUB NEWSLETTER

Website: www.lcmcc.uk Email: lcmcc@ymail.com

January 2017



The Awards Presentation Evening 14/12/2016 (aka Christmas Club Night)

The Awards evening fulfils two functions. It enables us to look back and celebrate the Club's events through the year, but also the Club says thank you to the members for supporting us by making it a "free food" evening. We also hope that it sets people up for the Christmas festivities.

The Andy Lucas award is a piston mounted on a metal plinth. Andy created this for the most pist-on or wetttest run and for many years was also known as the Terry Bass perpetual award, because he kept on winning it. This year we have had many fine runs but Will Morgan's "Across the Ranges" run was a tad damp by anyone's understanding, so Will is the winner. Unfortunately Will couldn't make the presentation.



The lady's award is for the man who did the silliest or most unfortunate thing. John Wilshaw organised a long weekends run to the Southwest, then was unable to go because of a hospital appointment. So he picked up that pot, or would have had he been able to be there.



The two premiere awards are the Cyril Hunt Rider of the year award and the Keith Morris award. Cyril was a founder member of the club and a really nice guy. There is a Japanese Acer tree planted to his memory at Queenswood. This years winner of the Cyril Hunt award are John and Sue Peters. They are fine people and support the Club at virtually every event, John and Sue have run

tail end Charlie on most all of the club runs this year.



Keith Morris was also an early member, he unfortunately died of Leukaemia, and so his widow sponsored this trophy in his memory for the best young member. The fine Trophy was made by Colin Osborne and this year was presented to Jack England. Jack was integral to the success of the "ancient to modern" show with the display of military bikes. He was also very much on the scene at the clubs display at Shelsley Walsh. A very deserving winner.



The car park at the Bush was packed, but the food as always was excellent. We are very fortunate to have such a good venue. I think everyone went home happy. I would like to wish members old and new a great Christmas and a happy New Year. I hope 2017 brings peace and cheer to one and all.

Ken Griff

FROM THE EASY CHAIR



A bit disappointing to start the year by saying that we've heard nothing back from Relay Riders about helping them raise money for Soldiers Off The Streets later this year. Interestingly, their website has no contact details so we used the online form which appears to either not be read or else disappears without trace. We won't give up, though. Mind you, my attempt to send out the November minutes to committee members was similarly afflicted as no-one received them – makes me wonder where all this stuff is that gets sent but never arrives!

Last year's accounts have now cleared audit and Ken is almost official bean counter, although he received an interesting letter from Barclays in response to our request to change signatories on the accounts. Seems that they caught the same 'lost information' ailment as their records didn't match ours despite handing in the forms at the bank! Even more bizarrely they have developed the power of resurrection as a former officer who died many years ago has reappeared on the books; perhaps we should send our reply to Burke & Hare?

Not much change on the money front as yet with the current and business accounts at £1645 and £2592 respectively; this should change as renewals come in, although they are a bit slower than last year as I write this. No new members to report last month but thanks to all those of you who have stayed with us. The calendar of events is slowly filling out as Bigfoot has been busy visiting cafes for the mid-week meets in response to requests for inexpensive venues, looking good, I must say. Denis Rowlands has booked the

stand for Prescott (9th April) and more details will appear elsewhere about joining in. Don't forget, too, that you can put on a run and it's helpful to get it in the calendar even if you don't yet have the details.

Steve Hackett

MAG (MOTORCYCLE ACTION GROUP) UPDATE AKA MOORE MUTTERINGS:



MAG is conducting a comprehensive analysis of the environmental footprint of various vehicles, including electric cars, to establish the truth behind the claims made for various modes of transport. The findings should be released by spring, 2017. This is in response to the planned introduction of Ultra Low Emissions Zone in London in September 2020 which will result in the same daily tax of £12.50 on riders of non-compliant bikes as on drivers of non-compliant cars.

Motorcycle crash helmets in filling stations. If you use a Shell filling station you should not be required to remove your crash helmet according to a new leaflet released by the oil giant. Visit your local filling station to pick up a 'Welcome to Shell' leaflet. Mag remain hopeful that other forecourts will follow the trend, leaving the rider to decide.

MAG arranged to meet the Road Safety Manager for ROSPA this month after alerting them to the spread of Orcas and Armadillos (plastic humps to segregate cycle lanes from general traffic lanes) – which had slipped under their radar until then. Encouragingly, the first thing that the RS Manager said when asked what he thought about these measures was "They are clearly Trip Hazards". For the time being MAG are waiting for ROSPA to formulate an official position and the next moves on this front will be made once they have.

Lembit Opik represented MAG at the National Road Safety Conference in Bristol, where MAG's position was listened to and, by many people, welcomed as a very interesting counterpoint to certain 'assumed' safety strategies. For example, the idea of 'Vision Zero' i.e. zero risk transport is not credible, and Lembit also pointed out that fashion was currently playing a dangerously large part in road 'safety' policy, for example, towards bicycles.

MAG branded "[Get off the phone and Drive](#)" Stickers are available on ebay for £3.00 including postage.

Sue (email: bobandsuiz@hotmail.co.uk).

p.s. There is an excellent article by Ian Mutch (founder member of MAG) in the December issue of the VMCC magazine relating to the compulsory wearing of gloves in France and other legislation. If you're not a member it's worth borrowing it from someone who is (Bigfoot....) as it's an interesting read.

Sue (email: bobandsuiz@hotmail.co.uk).

BIGFOOTS MUSINGS ON ALL SORTS



Well it's been a fantastic autumn with great autumn tints and a super moon. I've had some lovely rides and walks with very big views and some wonderful looking oaks, my favourite tree. When I worked for Wyevale Trees I grew thousands of oaks and to think some will be around at the next millennium makes me feel good. As we rode back from the Oct mid-week meet at the Rising Sun the sun was shining on the ancient woods at Belmont and they looked so good. To think that Hereford council are going to destroy part of this wood with another road to nowhere

costing millions when all the other roads in our county are in desperate need of repair.

I went over to the Worcester VMCC club night in November to a talk by the local Castrol Oil supplier, Mid Life Classics. It was a good evening. Did you know Classic Castrol is owned by the MG Owners Club? Castrol blend the oils to their original formulas for them and you can still get all the old favourites XL, XXL, 30, 40, 50 and 20-50 Classic plus lots more. They can also supply wax jackets made by the same firm that made them for Belstaff. The wax cotton comes from Scotland and is made up in the Midlands. They also do open face helmets and goggles. If you need oil, jacket, helmet or goggles the phone number is 01905 384266.

The (Nov) mid-week meet went well at the New Inn Fownhope with 13 of us, mostly on bikes. A nice sunny ride out but we had a big shower not long before we left so a dirty bike once more. For 2017 I am organising 11 of the 12 mid-week meets (the first 6 mid-week meets are already booked, 5 cafes and 1 pub) so there will be 8 cafes including garden centres and 3 pubs from me.

The day after the rains (Nov 22nd) the Royal Enfield and myself headed for Worcester. I took the Enfield thinking I would be able to cut through the traffic better. An interesting run via Bromyard, mud flooded roads and being looked after by a White Van Man. The first flood was Knightwick and all the fields all along the right of the A44 were under the river Teme. Getting to Mid Life Classics which is next to Shrub Hill Station was easier than getting through Hereford on a Sunday morning still, I gave the Enfield a run out.

After a good walk on the Cotswold Way led by Steve Hackett and a very enjoyable pub lunch it was off to the Hereford Section VMCC AGM at The Moon. There are around 60-70 VMCC members locally and 11 of us turned up with one coming from Llandrinidod Wells on a bike, about a 100 mile round trip. The VMCC are going to hold Herefordshire on the Edge again in 2017, a navigational event around the Herefordshire boundary and the bike show at The Moon, Mordiford on the 15.6.17.

I hope you have all survived Christmas and New Year without too much trauma.

Ride safe, spring is on the way

Bigfoot

Twelve Days in September.

Day 1: To Plymouth for the overnight ferry to Spain. At our last pit stop before the ferry terminal we came across a TV crew filming a road trip programme with 'stars' Rob Brydon & Steve Coogan. As we left they were filming at the main road junction.....again at the docks....and on the ferry.....and as they hadn't jumped ship overnight, at breakfast too. But the real stars of the voyage, and more impressive than any TV celebrities, was a pair of whales that swam close along beside the ferry.

Day 2: The Bay of Biscay was millpond calm and we arrived at Santander in 28°C sunshine. Since my last visit the way out of the port is now easier and straight to the motorway instead of plunging into the city



centre maelstrom which was never the gentlest introduction to riding in Spain. After a quick blast west along the north coast motorway we turned south inland to the Picos de Europa Mountains. Our route was through fantastic narrow twisting gorges with high cliffs overhanging the road often used to advertise bike tours of the area. We overnighted in Oviedo, the capital of the Spanish cider industry. Their waiters have a ritual to serve the cider – poured from a bottle held as high as possible into a glass held as low as possible. To demonstrate their 'mastery' of this they

nonchalantly look anywhere except at what they are doing. As few have actually mastered this technique

it's mostly spilt over their hands, trousers, boots & the floor. Not wishing to see perfectly good drink go to waste we stuck to wine and beer instead.

Day 3: Our route was the "Camino de Santiago" to St. James' shrine in Santiago de Compostela. It's been in constant use by Christian pilgrims for 1200 years, but it's also a truly superb motorcycling road through spectacular mountains – that is assuming the weather's good, but today it most definitely wasn't. The temperature had dropped to 15°C with torrential rain almost all day and we got thoroughly drenched. When we reached our hotel after a miserable 6 hour ride, the icing on the cake was the satellite BBC TV news telling us it was the UK's hottest day of 2016, which just rubbed salt in our wounds. At least we hadn't been walking like the steady stream of pilgrims we'd passed. Even shrink-wrapped in their polythene cagoules today must have been a real test of faith for them.



Day 4: We did tourist things in Santiago, but after a visit to the cathedral we were so completely overloaded with Catholic iconography & gruesome martyrdoms we just chilled out in the old city. It's a maze of narrow medieval streets with plenty of bars and restaurants with an abundance of fresh sea food which suited us very nicely. There's also a large university and the students give the place a lively youthful social buzz. Even if you're not a pilgrim the city is worth a visit.



Day 5: We rode to Cape Finisterre. On the way there we passed Ezaro where a river waterfalls over the cliffs into the sea – they claim it's the only place in Europe where a river does this. The road to the top of the falls is a buttock clencher, vertiginously steep with dizzyingly sharp hairpins. Any sense of relief at getting to the top was quickly quashed by the prospect of the ride back down! Finisterre translates as 'End of the World' and that's what it was until Christopher Columbus discovered otherwise. This treacherous coastline is called (*cue melodramatic music*) 'The Coast of Death' and is the Spanish equivalent of Cornwall, with the Cape being their 'Land's End' complete with lighthouse, car park and tacky gift shop, but surprisingly there was no sign pointing out to sea saying "America 4900km". Traditionally the pilgrims symbolically burnt all their clothes here to mark their journeys end, but nowadays in the interest of public decency they only burn their boots.

Heading back to Santiago we had 2 close encounters with the Spanish Constabulary. First a village copper wanted to stop the traffic so the school bus could turn into the main road. To do this he suicidally walked backwards without looking into the on-coming traffic, which was us! I stopped but he didn't and almost stumbled into the bike. The bus driver smirked and drove off shaking his head in disbelief.

Then a few miles further on we were pulled over by a Guardia Civil and ordered to park at the kerb. We hadn't committed any heinous crime and the BMW mounted officer mimed someone riding a bicycle. He was the part of a rolling roadblock for the 'Vuelta a España', a cycle race almost on the scale of the Tour de France. About 30 police bikes leap-frog ahead of each other to stop all traffic & make sure it is well out of the way of the race peloton, support vehicles, race officials etc. These Guardia riders were happily taking full advantage of the cleared roads, exuberantly (*ahem*) testing their bikes suspension and handling. We were by a rise on the apex of a bend and it look suspiciously like a competition to see who could get airborne over the crest. Imagine Ballaugh Bridge on the TT course but with fully equipped police BMW RTs - an impressive sight with audible scrunching of bodywork & suspension bottoming out as they landed so hard. It was far more exciting to watch than the peloton of cyclists who just whizzed by as one big blur of frantic pedalling and lurid lycra.

To be continued next month

Will Morgan

Classic Car and Bike Show Oct 11 - 13



Back in the Spring Ray and I were asked if we would put our bikes on the Gold Star Owners Club stand for this show. Ray decided that he would show his 1954 hybrid ZB34 this time and leave the DBD at home, I only had one choice, the 1949 ZB32. Some vigorous cleaning and polishing, then Ray went off for a jolly to the Isle of Wight, so Andy Morgan stepped into the breach to assist getting the bikes to the NEC on Thursday 10th, setup day.

On arrival at the NEC the carpet fitters were still getting the area sorted, so it's sit and twiddle your thumbs for a while. Eventually the space is handed over and the stand starts to take shape.

On Sunday 13th we planned to spend all day there, so an early start to the day. The show used halls 1 - 5, so there was a lot to see but most of the bikes were in hall 5. We had to spend some time on the Goldie stand, dutifully smiling at the public and answering virtually the same questions hundreds of times. We only had time for a rapid tour of the rest of the show, but the paying public must have found it a challenge to get around it all in a day.



All the exhibitors vans and trailers had to be parked in the North 12 park and the NEC officials decided not to open the gates of this until 7pm, well after the last of the public were well gone. So more time sat waiting. It was after 9.30 before we arrived home, and pretty tired as well. It was a big show and very busy, maybe there is an argument to split the cars and bikes to make it more manageable, as it was years ago.

Ken Griffiths

When is the right time to change your bike?

Stupid question really because the answer is, 'it depends'. Everyone has slightly different needs and wants, of course, but this is more a question of predicting likely future costs and anticipating the optimum time to make the change. Hindsight is a wonderful thing and who hasn't been in the predicament of keeping a bike just that bit too long, then having something need essential repair after which you are stuck with it for longer than you'd hoped so that you get value from what you laid out. Well, here's one such story.

Call me a bit of an anorak but I like to keep info about running costs and such like. Not for me spending hours cleaning and polishing, I'll happily record details, collate data and analyse the results. I know, for instance that over 48,000 miles I have recorded an average of 65.4 mpg. Now that's a figure I have absolute confidence in because I can tell you every fill-up (quantity, price paid and mileage, every date and even location). I record my maintenance costs in similar detail breaking it down to parts, labour, accessories, tyres etc so again I know the actual cost of running my bike.

Now, I recently crossed the point at which my running costs exceeded the initial purchase price of the bike and wondered whether that might be the optimum replacement time. It warranted some research into whether that might be true or not.

With a lowest fuel price of 89.9p per litre recorded in March 2009 and high of 150.9p (Thurso, Scotland in May 2011) and fuel consumption figures between 55 and 72 mpg, there's clearly quite some variation here. While I may be able to influence economy through my right wrist, price is outside of my control. Taking

average fuel cost and economy values for the life of the bike so far give a cost of 8.6p per mile or £520 per year.

I had tended to lump together everything else I bought under the maintenance banner but when I looked in more detail I could see there were four distinct categories: farkles (bits bought to enhance the bike, eg taller screen, fog lights etc); tyres (usually replaced annually); service costs (by supplier while under warranty then by me at home); parts (replacements caused by breakage or failure, eg generator but not brake pads which are an expected service item).

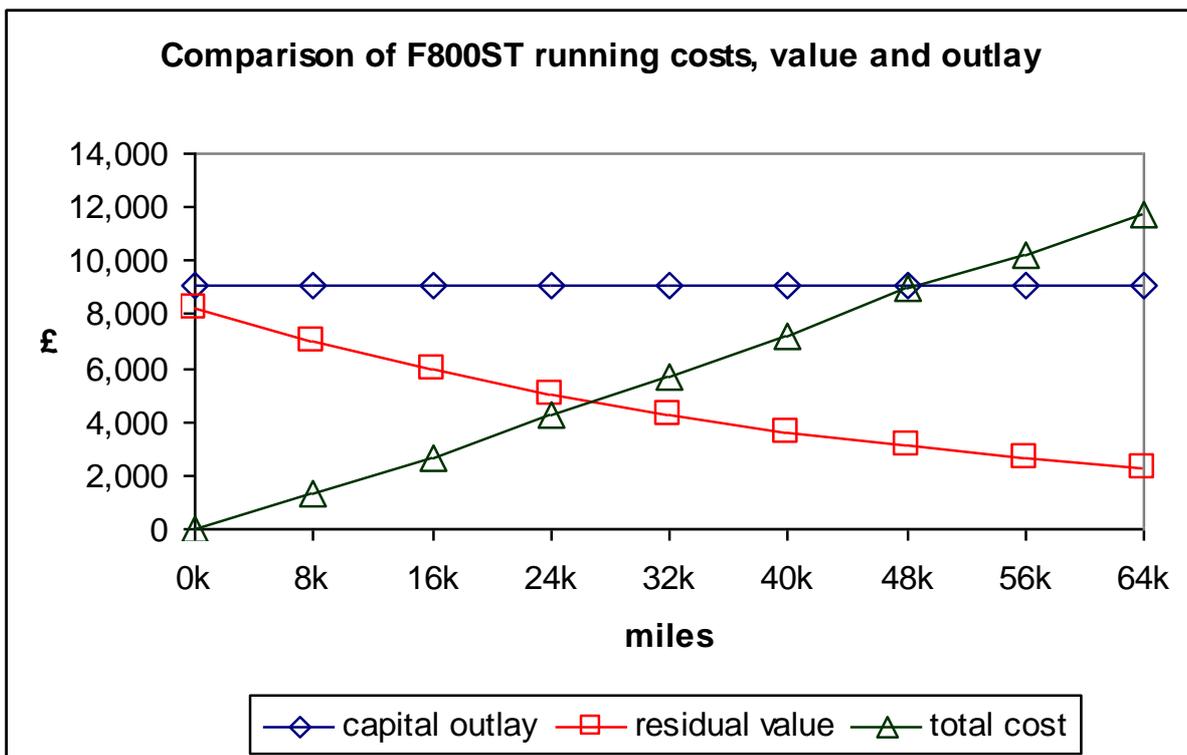
Now you could say that all the farkles I bought should really add to the cost of the bike; I was amazed to find I had spent £1100 – perhaps I should have bought a bike that had these on already! This makes the purchase price around £9100.

Tyres are a significant expenditure (about £250 pair) and related to mileage although some makes performed better than others; I typically got 6500 miles from Dunlop Roadsmarts and over 8000 miles from Bridgestone BT23s although both makes were good for grip. I always replace tyres as a pair so I could have saved a bit here as the fronts always had life left, although they were usually beginning to square off at that point. Add on another £158 per year.

Service costs were kept in check by doing the work myself once the warranty period was over so saving considerably on dealer prices. Averaging out service costs year to year gives around £136 to add to the bill.

With road fund licence, insurance, recovery and MOT being inevitable, adding these into the overall total for running costs is a further £235 a year.

This leaves the cost of parts bought to rectify faults or breakdown. In eight years I have replaced the following items: yr 3 = fork seals; yr 4 = battery & heat exchanger; yr 5 = fork seals (again); yr 8 = generator, drive belt & cush rubbers, brake discs & bobbins. All these adding an average of £130 per year with the significant costs weighted to later years.



Back to my original thought, when is the best time to change your bike? You can see from the graph that the bike plus all the extra bits I've added to it came in at £9100. Immediately from purchase depreciation kicks in and the residual value falls year-on-year although it levels out as age progresses. The cumulative costs just keep climbing though and, in my case, exceeded the capital outlay at around 48k miles.

So, what have I found out? At the risk of stating the obvious, the older a bike gets the more likely it is to break down – unless you leave it parked up! But overall it has cost me £18,580 to own and run my bike for the past 8 years. That's a cost of almost 40p per mile! You could argue that I've still got the value of a couple of grand's worth of bike which would make it about 35p per mile but either way, it's truly frightening. What's my best advice? Don't bother doing any financial analysis – it's too scary! Next best advice? Buy a low performance, low mileage, second-hand bike as cheaply as possible so that someone else takes the hit on depreciation; you minimise the insurance, fuel and tyre costs and, with careful riding and servicing it yourself, you'll have some dosh for a few beers to dispel the inevitable sadness you'll feel at the lack of fun in your life.

Steve Hackett

NEWS BITS

Boxing Day Meet, at noon on Monday December 26th at The Bells, Almeley

Reminder: Quiz night at The Bush on club night 4th Jan **Skittles Match** Saturday 14th Jan

December Club Night raffle prizes donated by: Rina Cotterrell, Steve Ball, Phil Ball, Alan Kiley, John Peters, Bigfoot, Steve Allen, Steve Keith, Len Bullock, Colin Lancaster, Barry Ruck, Steve Powell, Ron & Chris Moore, Rod Morgan, Dave Brogie, Tony Adamson. Bob the ticket seller says a big thankyou to all of the members for the raffle prizes. £80 was raised which will be presented to The MS Therapy Unit, in Mostyn Street Hereford, by Ken Griffiths. This was the small charity fund selected from our Christmas Raffle for 2016

MOTORCYCLE SHOW, ANCIENT TO MODERN at Withington Village Hall,

Hereford HR1 3PP <http://lcmcc.uk/> Sunday 30th April 2017 10:30am – 4:00pm

FREE entry, with all proceeds from the raffle and sale of refreshments in aid of Breast Cancer Haven, Hereford and Macmillan cancer support. In addition to the wide variety of motorcycles, flat tankers through to modern, we will have displays of racing motorcycles & speed machines in the hall & military machines (including some hardware). The venue has large tarmac parking area for motorcycles and additional parking for cars on a grass area. If it rains, there is plenty of room inside the hall to keep dry.

Last year we raised £1,570 but this year we are hoping to exceed £2,000. We hope local businesses will be as supportive as previous years donating all raffle prizes. The refreshments we hope, will be donated by supporters in the village and members of the LCMCC. Event Organisers Dave Peake & Diane Holloway Contact no 07474 668342. Please display the enclosed poster prominently.

The Club has a Facebook Page - If you are online the Club has a Facebook page. This is an active and dynamic page, which is kept bang up to date on any changes to events plus a level of humour. To find us, if you have a Facebook account, click on groups and in the search box type Leominster Classic Motorcycle Club. I think that most people enjoy the page and find it entertaining and sometimes educational.-Ken Griff.

FOR SALE



Harley Davidson flag (as shown above) 35" x 59" No fixed price but a donation to Longtown Mountain Rescue Team. Contact Mary Baker email marybaker1947@gmail.com or on 01432 270827

Motorcycle Handguards (as modelled on Ken Griffiths Harley) £15.00 Terry Bass 01432 355683 or 07968 648237

Quick Release Screen for a Harley Davidson £75 Steve Powell 07777607379

Bespoke Vehicle Illustration offered by Gary Nightingale 10% discount when mentioning the club at time of ordering. Please go to the artist's website for details and to order:

<http://garynightingale.wixsite.com/gpnightingale-vi> further details available on <http://lcmcc.uk/lcmcc-members-ads/>

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

Ian & 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

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.

Andy Morgan is offering a 20% discount for members off his website prices for vapour blasting at ATM Vapour Blasting. Contact him at 07989 448418. He also has an ultrasonic cleaning tank.

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 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/ . 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 Powell, Outfall Road, Hereford, HR1 1XY. 07391 697166 email 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

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 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: Top End Run

Date: Sunday 1st January

Start: 10.00am Queenswood **Finish:** Mid-day at Much Marcle for the VSCC New Year Gathering

Route: The final route will depend on weather and road conditions but will be about 55 miles

Meal/Drink Stops: Mayfly Cafe, Cobb House, Wichenford about 10:45 (join here if you wish)

Organizer: Steve Hackett tel 01432 272244; on day 07731509995

MID-WEEK MEET

Date: Wednesday 18th January

Venue: Cobb House, Wichenford WR6 6YE

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

WINTER MEET

Date: Sunday 29th January

Venue: The Castlefields, Clifford, Nr Hay-on-Wye, HR3 5HB

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

CALENDAR OF EVENTS 2017

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

	JANUARY		FEBRUARY
Sun 1 st	Top end run	Wed 1 st	Club night – speaker Pete Tustin on Brough Superiors.
Wed 4 th	Club night -Quiz night	Wed 8 th	Committee Meeting
Wed 11 th	Committee Meeting	Sun 12 th	Valentine’s Run
Sat 14 th	Skittles Match	Wed 15 th	Mid-Week meet, New Strand Eardisley HR3 6PW
Wed 18 th	Mid-Week Meet Cobb House, Wichenford WR6 6YE	Sun 26 th	Winter Meet (provisional) The Royal Oak, Bromyard Downs HR7 4QP
Sun 29 th	Winter Meet, The Castlefields, Clifford, Nr Hay-on-Wye HR3 5HB		
	MARCH		APRIL
Wed 1 st	Club Night	Sun 2 nd	<i>Bromyard speed festival</i>
Sat 4 th	<i>H J Pugh, Ledbury Classic M/C, parts and collectables auction</i>	Sun 2 nd	The Classic Run
Wed 8 th	Committee Meeting	Wed 5 th	Club night
Wed 15 th	Mid-Week Meet, Honey Café, Bronylls LD3 0LH	Sun 9 th	Prescott Bikefest
Sun 26 th	Winter Meet (provisional) The Three Horseshoes, Felindre, LD3 7SN	Wed 12 th	Committee meeting

		Sat 15th	Ross on Wye Autojumble. Good mixture of Car, Motorcycle and Automobillia
		16 th & 17 th	Red Marley Trial & Hill Climb
		Wed 19th	Mid-Week Meet Tally-Ho Inn, Bouldon SY7 9DP
		Sun 23rd	Carreg Cennen Castle Run
		Sun 30th	Bike4life fest
		Sun 30 th	Ancient to Modern Show
MAY			JUNE
Wed 3 rd	Club Night	Wed 7 th	Club Night
Wed 10 th	Committee Meeting	Wed 14 th	Committee Meeting
Wed 17 th	Mid-Week Meet, Flag & Whistle Café, Toddington Railway Station, GL54 5DT	Thurs 15th	VMCC Bike Show at The Moon Mordiford
Sun 28th	Welsh Cave run	Sun 18 th	Will's midsummer run
		Wed 21st	Mid-Week Meet Red Door Diner, Millbrook Garden Centre, Mitchel Troy, NP25 4BD

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