



THE BUSH NEWS



LEOMINSTER CLASSIC MOTOR CYCLE CLUB NEWSLETTER

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

February 2017

QUIZ NIGHT



The quiz night went off very well even though there were less than 20 members taking part. Farmer Mark Jenkins seemed to need a lot of trips to the toilet or the bar, I don't know which but a bit of cheating may have been involved but it was all good fun.

This years winners were Kelvin Skyrme, Chris Davies, Emma D'sylva & Steve Johnson, Kelvin & Chris were part of last years winning team.



This was my last year as Quiz Master but Kelvin has offered his services for the next quiz.

I've had a great time of doing the quiz for many years, thank you all for coming.

Frances Bass

FROM THE EASY CHAIR



Heard back from Relay Riders with an interesting proposition about helping them raise money for Soldiers Off The Street between 17th - 30th July this year. Now I think this is a great chance to do some great riding on some great roads and help a great cause in the process. All the info about how to sign up and get involved appears elsewhere in this Newsletter.

The saga of changing signatories on the Club's bank accounts continues. Just when we thought we had it sussed, the forms changed and have had to be re-done. Still, the dog can now see the rabbit and here's hoping I can report success next time. The deposit account remains steady at £2593 with the current account growing to £2174 as renewals come in. A big thanks to all those of you who have stayed with us and a reminder that the website password will change when the Feb newsletter goes out; you can find the new password on your membership card.

We agreed to renew our MAG affiliation for another year. Benefits are both security (event insurance) and support (campaigns to protect and promote the interests and rights of all riders) although I often feel we could make more of our involvement; perhaps we could look at having a MAG rep visit and give us the low-down on its work.

Those of you who have signed up to the Club's Facebook page will know that it's a closed group, i.e. only open to members and a few invited guests. We have trialled allowing potential members to join the Facebook group hopefully with the view to encouraging them to become fully paid-up members. Of course, a trial period comes to an end at some point and we decided to issue reminders to those affected to take the appropriate action or lose the benefit. Let's hope for a positive result.

The two main events for January (not counting the 1st Jan run to Much Marcle which was a tad wet to say the least) were the quiz and the skittles. Frances Bass did a great job as Mrs Interlocutor, finding questions to which we didn't know the answers and all without any contentious ones – not an easy feat. John Baber, the avuncular host and Barbara, materteral for the distaff side, were wonderfully congenial organisers of the fifth skittles event. Sadly, a few folk were not well enough to attend on the night but those that made it spent an enjoyable evening playing and socialising. During the session I realised that Chris Moore is the easiest person to get to meet as there is no need to seek her out, just sit still and she will come to you at some point – now that's a skill worth bottling.

The calendar is beginning to fill as the nights draw out; many items will be non-club events but always of interest; April is looking particularly busy with something on every weekend. Keep abreast of any changes by visiting the Facebook page, website, newsletter and by telling anyone who will listen!

Steve Hackett

MAG (MOTORCYCLE ACTION GROUP) UPDATE



Motorcycle crime has become a big issue and there are signs of some vigilantism as a result of frustration regarding the ease with which thieves seem able to operate. In response, MAG is seeking formal contact with senior police representatives and working with the Motorcycle Crime Reduction Group to find solutions.

Armadillos and Orcas: Mag has been developing the network of potentially supportive people and organisations, who share concerns about the adverse

impacts of 'Light Segregation' on riders – and who are in good positions to add weight to the campaign to stop the spread. Recent progress includes talks with the Road Safety Manager for England of a national safety charity. Mag have also been advised about the removal of a major Armadillo scheme in the Bradford area of the West Yorkshire Combined Authority region. The installation of these potentially lethal Trip Hazards gets no media coverage as such, nor does the removal of such schemes due to evidence that they are too dangerous. So, if you see or hear anything at all about the installation or removal of cycle segregation schemes please advise MAG.

The Driver and Vehicle Standards Agency (DVSA) has launched a consultation asking for views on **proposals to improve motorcycle training**.

Some of the proposed changes include:

- Revoking CBT certificates from learner riders who get 6 penalty points, it would stop them from riding with L plates after getting points for serious offences eg dangerous riding.
- Whether learner riders should pass theory test before they take a CBT course or as part of their course
- Restricting riders who take their CBT course on an automatic motorcycle to only riding automatics.

It's also proposed that the CBT course syllabus is changed from 5 parts to 4 focussing on:

- Aims of the CBT and the importance of equipment
- On-site training
- Motorcycling theory
- On-road practical riding

DVSA also wants views on a proposal to introduce a training course that existing riders can take to upgrade their motorcycle licence, rather than having to take extra tests. Improved instructors and training schools

DVSA is considering making changes to improve the way that instructors qualify to provide motorcycle training, increasing the range of checks they carry out on motorcycle training schools and introduce a system for motorcycle training schools to be given recognition for consistently high standards

Have your say on the proposals by 17 February 2017:

<https://www.gov.uk/government/consultations/improving-moped-and-motorcycle-training>

EU 'Vnuk Judgment' could mean an end to motorsport in Europe, SORN'ed vehicles etc

If implemented the ruling means all motorised transport must have 3rd party insurance including riders in motorsport (e.g. racing, moto cross, trials, etc) but the UK insurance industry say those risks are uninsurable. This also has wider implications for anyone who owns a currently SORNed vehicle.

Though motorsport is not within MAG's remit per se many riders are motorsport enthusiasts and MAG will need to dedicate resources to this or the SORN option that MAG originally battled for on the taxation front but now also covers the insurance aspect may be lost.

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

BIGFOOTS MUSINGS ON ALL SORTS



On December 12th, a nice morning, I took myself off to the Cobb House to join the Worcester VMCC for a breakfast meet. A proper breakfast with fried bread all for £4.00, how good is that? What a grand way to spend a couple of hours in good company talking rubbish, telling tales and having a good old chuckle about things done in the past. It was such a nice day I went for a ride afterwards, it's great seeing the mud disappear under the sidecar chassis knowing you're not going to fall off on the dreaded stuff. Another 100 miles under the wheels!

The December mid-week meet at Ritas went off well, 13 of us braved the mucky roads and a big shower. It was good to see a couple of new faces in Chris and Dave. The mid-week meets went well last year except for the one at Llanvair Discoed when it rained so hard even I took 4 wheels. Even so 6 of us turned out including 2 heroes on bikes Sue M and Steve H. Well, the shortest day has passed so spring is on the way with some nice runs and walks on sunny days with white fluffy clouds, all we can do is hope.

The mid-week meets up to July have been sorted and all my 2017 walks rece'd. I know Dave and Mrs Goggins are working on the Withington Show so things are happening. All we need now is for you to fill up Dens runs list and we are sucking diesel.

The Boxing Day meet at The Bells went very well with 23 mostly on bikes, only 5 in cars. Bob brought John & Lyn Willshaw as John had an operation on his knee so he says he can't ride but Bob says he is really playing on it and ha Lyn and Bob treating him like royalty, fetching and carrying. It's interesting how many turned up on 3 wheels, no less than 7, 4 outfits, 1 trike, 1 scooter with sidecar (Dave and Pauline Robinson) and 1 can-am spyder. The food was very good, loads of banter, a very enjoyable time. It was a lovely day so I went home via Hay. Thank you for supporting this event.

January 1st I went to sort out the 1st Classic Run, sorry Steve. It was a lovely day, rain, sleet, snow and thick fog but at least the roads were quiet. Let's hope for a good spring day on the 2nd April.

All this frosty sunny weather has at least given me the chance to sort out some of my walks. The views have been absolutely stunning. We are so lucky to live in this part of the world, imagine living in the middle of a big city – no thanks.

Ride safe, spring is coming, honest
Bigfoot

Twelve Days in September (continued).



Day 6: Cross country south and then west across the border into Portugal. Cold and misty at first but it improved and was a scenic route until we hit the urban & industrial sprawl of the coastal strip, culminating in a tediously slow, hot, stop-start Friday rush hour ride through the suburbs to reach our hotel in Porto. Not the nicest welcome to Portugal's second city but at least the unseasonable weather was over.

Days 7 & 8: A couple of days relaxing and seeing the sights. Two sights I'd never seen anywhere before were policemen patrolling 2-up on bikes and tourist sightseeing tours in dilapidated old Russian sidecar outfits.

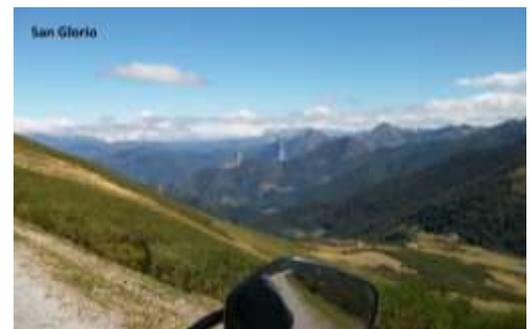
On Sunday we found ourselves at a bar on the quay that seems to be the popular destination for local bikers. Like most European city centres there were swarms of scooters but also a lot of bigger bikes of all sorts. Honda NC750s seemed particularly popular and a surprising number of oh-so-trendy hipster custom bikes – café racers, street scramblers, bobbers etc. all with supposedly authentic vintage styling and dripping with freshly applied patina. At the other end of the spectrum were obviously well-loved old lightweights and some modern retro 1950s styled equivalents complete with faux BSA badges, all with an aromatic haze of two-stroke wafting about and no pollution prevention in evidence anywhere.

Day 9: We left Porto and headed for the Douro Valley. We were hijacked by the SatNav which couldn't cope with Portuguese roadworks & diversions. Never mind, even if we were a bit off course the weather was great and the roads fantastic. The closest we got to a traffic jam was when in the middle of a remote & desolate wilderness a car stopped and a very obvious 'lady of ill repute' got out. Was it a lift from a previously satisfied customer, or her pimp taking her to work the mid-morning shift at the crossroads, the closest thing to a local red light district? By midday we were back on course and came over a high ridge down into the Douro Valley, the home of port and other fine wines. The river is vast and flanked by steeply terraced hillsides tightly planted with vineyards. As far as you can see in every direction every available space no matter how small is used to grow grapes. It was harvest time and the smell of warm grapes oozed from lorry loads being taken for pressing. Only small trucks can access the vineyards & heavily overloaded they can barely climb the steep hills - get stuck behind one and you almost get drunk on the aroma alone.



Day 10: We'd spent the night in Braganca and with one of our longest day's riding ahead made an early start. The first stretch was on an amazing road through Montesinho nature reserve heading north to the Spanish border. I hadn't intentionally sought it out, it was just in the right place and the right direction, but from the groups of bikes we saw it must be a firm favourite with local riders. It had a fabulous mix of bends, short fast straights, panoramic views, and typically of course, minimal other

traffic. Then out of necessity rather than choice we faced a long slog on the motorway, but after about 50 miles I was so bored we turned off to find an alternative route. This was dead flat, straight as an arrow and nearly as boring as the motorway, but at least in the distance we could see the Picos Mountains getting closer. From the south and then around the huge Riano reservoir the road was superb, followed by a breath taking climb over the San Glorio pass (1609m). There we took a short diversion up even



higher to Collado de Llesba, a viewpoint where we could simultaneously see valleys below the cloud and peaks above it, with huge Griffon vultures circling overhead. It was stunning. This left us with the descent to Potes that's just continuous hairpins all the way for mile after mile. Apart from the dull motorway it had been a cracking day's ride.

Day 11: With all day before the ferry, we left our hotel at Fuente De for one last ride in the Picos. We climbed higher and higher up a well surfaced twisty mountain road, but when we crossed the boundary into a neighbouring

region it deteriorated rapidly. Obviously the two regions have very different budget priorities. We were heading for a side road to loop back towards the coast, but when we reached it we chickened out. If the road we were on had got worse, this was in another league altogether and little more than a goat track. Doubting it would get any better, and with the ferry to catch, we played safe and went back the way we'd come. This meant we got to the coast with time to visit El Capricho, an extraordinary house designed by Spain's most famous architect Antoni Gaudi, and then on to see the prehistoric cave paintings at Altamira. Between these two very diverse cultural activities we squeezed in an essential last feast of superb fresh local seafood, then back to Santander and the ferry. Adiós España!

Day 12: Back in Blighty and a simple ride home to Herefordshire. It had been 1535 miles door to door. Now, where to next year?

Will Morgan.

Relay Riders UK supporting Soldiers Off The Street 17th - 30th July 2017

Member Steve Johnson got involved last year when they raised £10,000 for NABB (blood bikes) and had such a great time he is encouraging us all to take part and have fun in the process. For 2017 the charity being supported is SOTS (Soldiers Off The Street) and we (the club) have been asked whether we can help; here's what they said when we contacted them...

...our suggestion would be to create a mini relay within the main relay for the members of your club. One area where we struggle for riders is the east border of Wales and mid Wales, if any of your members would be interested in travelling across to the border to fill this space...

So, the first step is to see how much support we can gather together to see whether the idea is viable. Information about Relay Riders UK and SOTS can be found on their relative websites but some basic details are shown below to help you decide whether it is something in which you might want to take part.

HOW THE MOTORCYCLE RELAY WORKS:

- A mascot (usually a cuddly toy) will be carried by volunteer motorcycle riders in order to raise funds for our nominated charity.
- The mascot is transferred from rider to rider at set handover points around the UK on a pre-set route.
- The relay is non-stop, so different legs of the journey will take place during the day and night until the mascot completes the final leg of the relay.
- In order to carry the mascot (& therefore guarantee that the relay will travel through your local area) you must register as a Relay Rider & pay a £5 riders fee as a donation to our nominated charity. To do this, please visit our sign up page.
- All routes are 125cc friendly.
- Wherever possible it is our policy to ensure that all Relay Riders have support riders with them on their leg of the journey to ensure everyone's safety and as a back-up if the allocated carrier is unable to ride on the day for whatever reason.
- If you have agreed to take on a leg of the journey and are unable to do it PLEASE LET US KNOW ASAP so we can sort something out - this applies to both mascot carriers and support riders.
- At each handover point you will fill out the paperwork that accompanies the mascot, take a few photos and (most importantly) let a member of the Admin team know that you have arrived so that we can keep everyone up-to-date on the mascot's progress and adjust other riders handover times if necessary.

How to get involved...

*If your members could sign up to the relay via www.relayriders.co.uk/signup and in the notes section at the bottom that they are taking part with **LCMCC** then we will be able to group them all together.*

So, the first thing to do is to sign up (register) and also to let Steve Johnson know so he can co-ordinate things. Likewise, contact Steve on 07810 228025 if you don't do 'on-line' and he will sort it for you.

Let's make this happen.
Steve Hackett

MS therapy charity.

The proceeds of the Christmas raffle at the awards evening were for the clubs small charity, the MS Therapy Centre. The draw raised £80, plus Bigfoot donated the proceeds of his shrapnel jar (£14.50) and Farmer Mark put another £2 in the pot. The moneys will be handed over 20th December, when I next go for hyperbaric oxygen treatment.

Thank you to everyone who donated prizes, thank you to everyone who bought tickets and a huge thank you to Mike Davies for the proceeds of his shrapnel jar and Farmer Mark. It is a good amount for a charity that does so much good and means so much to me. Thank you everyone and I hope you all had a wonderful Christmas and New Year.

Ken Griff



I would like to thank you for the very kind donation made to the Hereford MS Therapy Centre from the Leominster Classic Motor Cycle Club.

I have attached a photo of Angela Kitchen one of our volunteers and trustees receiving the cheque from Ken.

As a small self-funding charity we rely heavily on donations and fund raising events to help provide oxygen therapy to sufferers of multiple sclerosis and many other conditions including cancer and fibromyalgia. We have also treated a lot of Motor Cycle casualties this year with great results, as oxygen is essential for aiding in soft tissue injuries.

Please feel free to visit the centre one day to see the work we do. You would be made very welcome with a smile, a cup of tea and of course Ken Griffiths favourites bourbon biscuits.

Once again many thanks

Lisa Shaw
Centre Manager

When planets collide.

They say that men are from Mars and women are from Venus well here's my take on that. I was unfortunate to be in Hereford one Saturday evening and had to take urgent action to avoid a gaggle of females out on the town. They were dressed to kill, by which I mean they were killing me with laughter as they had on the most inappropriate clothing for the very chilly evening. Skimpy clothing certainly accentuates the 'availability' message but there is a fine line between slut and sophisticate and the general populace of the town tend not to fall into the latter category so should take greater care when donning the latest fashion. They would do well to learn the distinction between style and fashion and that not every body-shape can carry off the 'right-on-trend' with panache.

While waiting at the lights I had the opportunity to people-watch and saw the ridiculous gait of the ensemble. At first I attributed their lack of coordination to the quantity of alcohol consumed but soon realised the ungainly procession was a direct result of the footwear. Yes, I know that stilettos raise the heel which contributes to the pert buttock beloved of the predatory male but come on, there's form and function and I have the not unreasonable expectation that function should not be entirely abdicated in favour of looking 'good'. These women couldn't even walk! Such shoes should be relegated to 'taxi' status, ie used solely from house to taxi and taxi to night club – never should there be a role for 'walking'.

It doesn't end there, of course. So, they are all tarted up to attract a suitable male but somehow they have forgotten the basic evolutionary rules: a man is selected on the basis of his ability to provide, be it financial, homemaking etc whereas a man looks for a partner who would have the best chance of producing viable progeny. This contradictory set of criteria is doomed to failure as men seek the maximum number of youthful partners while women seek the stability of the longer-term relationship (so they have a provider while they bring up the young).

'Ah, but I don't dress up smart to get a man, I do it for my self-esteem'; which, if I might say so, is disingenuous, ladies. It's certainly true in later life when the relationship has 'matured', the children have come along and the man's job is done. Redundant, not needed on voyage – except to keep the wolf from the door, of course. Or is it to keep the man from straying? Certainly the French wife suffers from the sexual proclivities of her partner and is commonly occupied in diversionary tactics to keep her man interested. Somehow I don't feel her Anglo cousin feels similarly pressured and 'she's let herself go' a more common response to her chic and stylish counterpart.

The very next day I went on a ride and arrived at Crossgates for the obligatory tea break, and what did I see? Lots of (almost exclusively) male riders out to enjoy the sunshine, company and freedom from the chore of providing! The pleasant weather meant I was able to sit outside and watch the comings and goings of all shapes and sizes of men on all manner of mounts. After a while I began to classify the riders and sort them into groups, with the sublime and the ridiculous at either end of the spectrum.

There were those that rode in with an easy style, at one with their machine, surveying the scene and choosing a sensible parking space, coasting up to it and dismounting like a knight from his charger – they could do it and do it well. Then there were those that arrived like Quasimodo, hunched over the controls, head-down, arse-up, wrists-locked, parking anywhere and anyhow, simply relieved to have made it and in dire need of respite. Wow, I thought. Taxi shoes! They were exhibiting the self-same ridiculous traits of the tarts' night out. They were all about image; not for them the functional, it was all about form – what would others think? All I have to do is have a cool bike and I will be cool; never mind how ridiculous I look teetering about in car parks. All I can say is that it's a good job the tank size on their bikes limits the journey time to match the wrist/back/arse ache and allows numerous opportunities to arrive and depart on a desirable bike in front of an appreciative audience.

Call me a cynic but I suspect they don't even own their shiny, new bikes and PCP is playing an essential enabling role. What surety they must have in their future ability to provide. Or is it the, 'I want it now'

mentality and confidence in their risk-taking; conversely, one could argue it's simply irresponsible short-termism.

Now, if there is some sort of master plan, surely it would be entirely appropriate for the 'tarts' to partner the 'posers', don't they deserve each other? And, of course, the 'doers' deserve the constancy of the long-term relationship, but oh, how nice it is for them to get out for a ride now and again while the homemakers do their thing!

No bikers were harmed in the writing of this article - but that's because I haven't ventured out for a while!

Steve Hackett

(editors note: Please note that I totally disassociate myself with any views expressed in the above article.)

NEWS BITS

Remember: Membership fees should be paid by January 31st

February Club Night Speaker- Pete Tustin on Brough Superiors

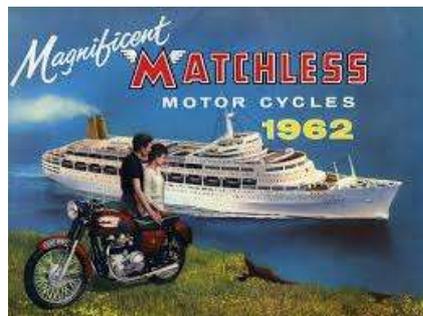
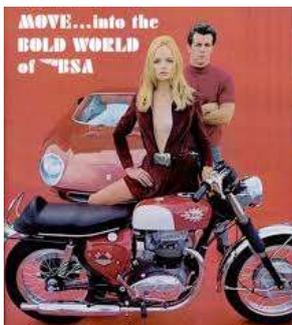
March Club Night Speaker- Geoff McGladdery (Hfd VMCC) Ho Chi Minh trail

January Club Night raffle prizes donated by Steve Hackett, Phil Ball, Bob Dean, Derek Cotterill
Ticket seller Bob Dean. £30 was raised for Club funds

The Club welcomes 2 **new members** this month, Jon Strike and Dale Taylor – both from Hereford and 2 **members re-joining** after a long absence, George and June Lukin from Kings Pyon

Date for your diary: Saturday March 26th an evening with club member Dave Minton, internationally known motorcycle journalist reminiscing "Tales of a Long Ride Home-A Lifetime Experience" can be heard at 7.30pm, Yarpole Parish Hall. Entrance £5, proceeds for the upkeep of the parish hall. Contact Ron or Chris Moore on 01544 388621.

FOR SALE



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

Motorcycle Car Brake / Clutch Bleeder Bleed One Way Valve & Tube Tool Kit Set £ 9.99 Terry Bass 01432 355683 or 07968 648237

Oxford Super Sliderz motorcycle trousers size 40/33 only worn twice. Any monies raised are for Club funds – Ron Moore 01544 388621

British solid leather **Ashman Boots** size 8 £15 - Ron Moore 01544 388621

British solid leather **Kett Boots** size 7 £15 - Ron Moore 01544 388621

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.

RECOMMENDED BY MEMBERS:

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 Ken Griffiths

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: Valentines Run (Pace dependant on road conditions but expected to be quickish)

Date: Sunday 12th February

Start: 10.00am Holmer Rd Garage, Hereford **Finish:** Hotspur Bar & Grill, Shobdon Lunchtime

Route: Hereford > Hay-on-Wye > Three Cocks > Cwmdru > Llangorse > Talgarth > Whitney-on-Wye > Sarnesfield > Lyonshall > Shobdon approx. 80mile

Meal/Drink Stops: Mynedd Ddu Tea Room, Cwmdru

Organizer: Steve Hackett tel 01432 272244; on day 07731509995

MID-WEEK MEET

Date: Wednesday 15th February

Venue: New Strand, Eardisley, HR3 6PW

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

WINTER MEET

Date: Sunday 26th February

Venue: The Royal Oak, Bromyard Down, HR7 4QP

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)

FEBRUARY			
Wed 1 st	Club night – speaker Pete Tustin on Brough Superiors.		
Wed 8 th	Committee Meeting		
Sun 12 th	Valentine's Run		
Wed 15 th	Mid-Week meet, New Strand Eardisley HR3 6PW		
Sun 26 th	Winter Meet The Royal Oak, Bromyard Downs HR7 4QP		
MARCH		APRIL	
Wed 1 st	Club Night-Speaker Geoff McGladdery (Hfd VMCC) Ho Chi Minh trail	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 19 th	<i>Wistanstow Classic Bike Show</i>	Wed 12 th	Committee meeting
Tues 21 st	<i>Dave Minton talk at Yarpole Village Hall 7.30pm £5</i>	Sat 15 th	<i>Ross on Wye Autojumble. Good mixture of Car, Motorcycle and Automobillia</i>
Sun 26 th	Winter Meet-CANCELLED	16 th & 17 th	<i>Red Marley Trial & Hill Climb</i>
		Wed 19 th	Mid-Week Meet Tally-Ho Inn, Bouldon SY7 9DP
		Sun 23 rd	Carreg Cennen Castle Run
		Sun 30 th	<i>Bike4life fest</i>
		Sun 30 th	Ancient to Modern Show
MAY		JUNE	
Wed 3 rd	Club Night	Wed 7 th	Club Night
		Sat 10 th	<i>Classic Vintage Day at Cob House Country Park, Worcester</i>
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 15 th	<i>VMCC Bike Show at The Moon Mordiford</i>
Sun 28 th	Welsh Cave run	Sun 18 th	Will's midsummer run
		Wed 21 st	Mid-Week Meet Red Door Diner, Millbrook Garden Centre, Mitchel Troy, NP25 4BD
		Sun 25 th	Underneath the Archers Run

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