



THE BUSH NEWS



LEOMINSTER CLASSIC MOTOR CYCLE CLUB NEWSLETTER

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

March 2017

SKITTLES NIGHT



FROM THE EASY CHAIR



Well, we are still looking for a treasurer as Ken has decided not to take up the position; so, if anyone fancies a job counting beans then please do get in touch. Of course, this meant we had to send yet another different set of forms to Barclays to update signatories – it's getting to be a long saga!

Last time I spoke a bit about the Club's *Facebook* page and how the trial period for those temporarily given access was coming to an end. Sadly it didn't attract any new members, which is a great pity as one of those we removed had been a major contributor and great asset. For whatever reason(s), they decided not to take up membership so I feel that is a loss all round. The action did prompt a few comments about whether we are being fair and applying the same rules to everyone. How we work it is to state the basic rule then list any exceptions so, as a rule we don't allow access to club benefits to non-members, this includes the Facebook page. We define 'members' in several ways: those that pay, those that provide valuable services to the club and those who are granted honorary status (no set criteria but it's either for past service to the club or motorcycling. These 'special' categories of member don't necessarily get full membership benefits and may be restricted in some way. Some choose to pay anyway.

Membership at the end of Jan had reached 145, which is about the same as at this point last year. There have been some notable non-renewers and, of course, we try to follow up on everyone who falls off the list. There is a fine line between enquiring into the reasons and being a bit too intrusive yet it's important to learn how we can improve. Money is steady with subs coming in and spending on show related items pretty much balancing last month. Deposit a/c is still at £2,593 and current a/c slightly lower at £2,154.

The idea of evening runs has come up again and it was thought well worth trying once a month for, say, May, June, July and Aug. So far the basic idea is to have no set format so that different people/ideas/locations can be tried out. If anyone has any thoughts on what would make a good, short evening run then do get in touch.

Steve Hackett

New (ish) Club Sec report



Back in June 2016 Chris Moore finally managed to step down as the club sec. I said I would take over for a few months while we looked for someone more literate than me to take on the position. Well lots of months have come and gone and you still have me. So looks like I have the job for the next ten years, gulp. When my wife Sue found out I was club Sec she laughed and laughed for ages. Sue used to be a real secretary at Bulmers, 45 words per minute long hand 90 words per minute shorthand. Dave's speed, 0 shorthand and 5

words longhand. Sue can't believe I'm Sec as in her opinion my spelling is not very good, I have trouble spelling CAT. Flippin' cheek. I can spell CAT, its bigger words I struggle with!

Now as you know us bikers (Motorcyclists for some club members, cos they don't like biker tag) are not know to be very politically correct. So my first thoughts at being Secretary were, great, I can wear a dress

and heels to meetings! My second thought was I expect the rest of committee might not be so advanced and metro sexual as I. They might not have attended equality and diversity training like wot I had.

So with that in mind and the fact it's really hard to mount a bike and ride it in a long dress and nine inch heels I decided to keep it secret.

Well must go now and finish off the rest of the cider.

Dave Peake, Club Secretary (I had to ask Sue how to spell Secretary.....really)

PS. Don't tell Sue about me wearing her clothes!

MAG (MOTORCYCLE ACTION GROUP) UPDATE



Injunctions: MAG is currently looking at injunctions taken out by a number of local councils in a bid to reduce anti-social behaviour undertaken on motorcycles. They are about to embark on a series of meetings and conferences with Local Authorities and the National Police Chiefs Council (NPCC) to ensure that bikers going about their daily lawful business do not suffer as a result of mismanaged or misdirected enforcement of these injunctions. The enforcement strategy must target those whose misdemeanours have created the need for these injunctions and no one else. MAG is looking to agree a way forward that doesn't depend on blunt and indiscriminate injunctions that

potentially outlaw legal riding alongside the true targets of the legislation: the hooligans who break existing laws in mass numbers and happen to be doing so on two wheels.

Robot cars: The Modern Transport Bill is likely to make progress in 2017 relating to legislation about robot cars. There are concerns that so far the relationship between autonomous vehicles and motorbikes hasn't been sufficiently tested and is something that MAG will return to as the year proceeds.

Pothole reporting: Street Repairs has teamed up with MAG so that a reporting mechanism is linked from the MAG website - just click on the Street Repairs logo. Not only can you report the pothole issue, you also have the option to report any other road related problem from missing manhole covers to street lighting.

Motorcycle toll charges: MAG has submitted further evidence to the inquiry into the proposed new Thames crossing, known as Silver Town Tunnel, near the Greenwich Peninsula, challenging the logic of charging motorcycles. A study of motorcycle emissions clearly shows that enabling more modal shift from cars or vans to powered two wheelers cuts emissions of harmful gasses and reduces fossil fuel consumption in real-time journeys. Any new charge for bikes will have a negative impact on the scheme's own objective to cut congestion and emissions. A further concerns relating to this scheme are that if this scheme goes through unchanged it will encourage other toll owners to introduce similar charges for motorcyclists e.g. The Seven Bridge.

Green Credentials: There is now a requirement to display a sticker if going to France of your vehicles 'green credentials'. This is to enforce the low emissions legislation in Paris. Fines for failure to do so range from 68-135 euros and don't forget that gloves are now a legal requirement for riders and passengers.

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

BIGFOOTS MUSINGS ON ALL SORTS



Well, I'm sat here on a dull miserable January day. I do not like January. I know spring is not that far away but January, no. Having said that, a very big thank you to Barbara and John Baber for brightening things up with the skittles night at the Welsh Club, and a really good night it was. Lots of fun, good food and great company. It's surprising how easy it is to miss 9 skittles with 3 balls as quite a few of us found out. So again, a big big thank you to Barbara and John for all your hard work over the last 5 years. It's been very enjoyable.

Having spent a morning with Postman Pat trying to start his BSA and failing as the oil had emigrated to the sump, I thought I had better get William the Ariel up from his winter slumbers. It was lovely to hear that growling exhaust note once more but, he's all tucked up again now waiting for spring. I know I'm biased but there is nothing like riding a big British bike, single or twin through the magical countryside we are blessed with round here.

Here's one for the summer, Saturday 10th June, The Cob House Classic & Vintage Day. Entry is free but if you want to exhibit it's £5 (£2 of which is donated to charity) and starts at 10am. If the weather's nice I might just have a bumble over on Wil and have a nose around. I have a few entry forms if you want one and you can find more details on www.cobhouse.org. Our meeting at the Cob House went well with 19 turning out on a dull damp day. Sue, Steve, Ro & Frank, Will, myself and the hero of the day Ed who rode his Douglas, turned up on bikes. It was not the nicest ride, filthy roads, mist and drizzle but it was a ride.

Dave Peake had his 1st ride of 2017 on his BSA earlier in the Dy when I towed him to D & R Motorcycles, all I could see in the mirrors was a very worried looking Postman Pat. He then went to work and I went home and put the kettle on for a brew. It's great this retirement.

Another date for your diary, June 15th. A small bike show at The Moon, Mordiford put on by the Hereford VMCC. It was a very good night last year, oh and they have a talk and slide show by Nathan Milward on his trip from Australia to the UK on an ex postie Honda. Cost £5 on March 16th at the Conquest Theatre, Bromyard at 7.30pm. It should be a good evening. Tickets are available at the theatre now or take pot luck on the door on the night.

January 22nd and it was off to the Fox and Hounds, Lulsley for a Worcester VMCC meet. Good food and company, made a cold ride worthwhile. It was surprising how many bikes were out on such a dull day, mostly adventure bikes. One member I have known for years turned up on a Honda CB250 which he bought for £150 some years ago. It has now covered 133,000 miles, oil changed once a month and the usual consumables, no other work done. Not bad value, mind his old CG125 was sold at 98,000 miles and is still going strong, again, he changed the oil every month, says something about using good oil.

I'll be glad to see the end of the fog and frost. Our last walk in January the east wind was bad enough to cut your legs off, by 'eck it was a lazy old wind. Still, the pub was good and after a very enjoyable but bracing morning that went down well.

The Winter meet at the Castlefields did not disappoint the 16 of us. A very good lunch in excellent company that made up for the really miserable weather.

February Club night was a very interesting talk by Pete Tustin on Brough Superiors. Despite having been around the vintage scene since 1966 I learnt a lot about Broughs and Lawance of Arabia. Thank you Pete for a very good evening.

Ride safe,
Bigfoot

Hark the Herald...

So, what on earth is that? I bought one for the New Year so look out for glimpses of it on club runs.

Similar to the Qingqi QM250 2X with its (allegedly) Bonnie looks, and coming from the Chinese factory which also spawned bespoke offerings from Sinnis, Mutt, Lexmoto, Francis Barnett amongst others, what makes the Herald Classic 250 different?



Qingqi QM250 2X



Sinnis Retrostar 250



Herald Classic 250

Remember the Suzuki GN250? Well, its 1980s 249cc air-cooled, single cylinder, four-valve, SOHC 34mm Mikuni carburetor provides the basis for the lump giving 21 hp @ 7500 rpm, 20 Nm @ 6000 rpm and a claimed top speed of 80 mph through a five-speed gearbox.

Herald Motorcycles, Huntingdon, Cambs (formerly Zing & HMC) import the basic bike, fit a hi flow oil filter, change the engine oil and brake fluid for Silkolene products; the spark plug and cap (NGK); uprate the chain (EK), sprockets (JT), front and rear brake pads (SBS), battery (Yuasa 8Ah), rear shocks (Racetek fully adjustable) and tyres (Avon Distanzia). Apparently they then send all the old stuff back to China for another round trip. All this for a price of £2750+ OTR although currently can be found on offer for £2495 to beat the Euro 4 regs which will probably mean a fuel injected engine and linked brakes etc in the future. All this makes for a robust offering at a very competitive price.

So what's it like? Engine is easy to start on the button provided you remember to turn on the fuel, set the choke, raise the side-stand and knock off the kill switch – so much to remember! I've yet to find the controls by feel and have already stopped on a busy roundabout to switch to reserve and a couple of times had to stop to turn off the choke – it's a whole new learning game. Had a good few rides now and beginning to get the feel of it and really enjoyed a run up Ankerdine hill where the engine pulled well and we zipped along in third gear. Talking of which, first gear is very low and could probably be ignored except for hill starts. Top seems rather high and will be great for economical riding but third and fourth give good performance for the most part; keeping the revs in the sweet-spot is key. Overtakes need two-week's notice at normal road speeds, especially where modern car drivers appear to prefer tail-gating to overtaking, which means there is no landing zone to take one car at a time and multiple vehicle overtakes are nigh-on impossible. Suspension is hard and can be teeth-jarring on deep pot-holes if caught unawares but it does give plenty of feel and was great fun keeping to 50 on the sweeping uphill curves along the A44 at Bringsty.

There are a couple of neat features such as neutral and gear position indicators and it always turns heads and invites conversations. The grin gets bigger each time I ride it and that tells me it'll do nicely.

Steve Hackett

Prescott BikeFest Sunday 9th April



Prescott Bike Festival will be taking place once again on Sunday 9th April 2017 at Prescott Hill Climb, Gotherington, Cheltenham and promises to be an action-packed day for all the family in support of the Nationwide Association of Bloodbikes charity.

This year the LCMCC Club Stand will be organised by Club Member Denis

Rowlands. The stand has been booked so anyone wishing to display their bike please contact Denis on 07484224196 or email.denisrowlands@btinternet.com The tickets/passes are at a reduced rate compared with standard entry and the stand is in the main display area. Tickets/Passes are on a first come first served basis.



TECHNICAL - MORE ON BALANCING

In my previous article, we only dealt with static balancing on knife edges or similar. This is also known as single plane balancing because it assumes that out of balance elements going north (say) are balanced by other elements going south. This is fine if those elements are in the same plane or close, if not then you get what is called a rocking couple where the elements going north and south are separated by a significant distance. A prop shaft would be a classic example where static balancing can't work because the elements going north and south at opposite ends of the shaft might balance each other on knife edges but would clearly vibrate in opposite directions when rotated. What makes all the difference here is the size of the rocking couple which is set by the distance between the two planes that out of balance elements are running in.

What all this means in practical terms is that if a rotative is large in diameter and short between the bearings (such as a Goldie crank or a classic bike wheel) then it will successfully single plane or static balance. Clearly long small diameter items such as a propshaft need to be balanced at the two bearing ends simultaneously and this is done by a totally different balancing technique called dynamic, or two plane, balancing. Here the item is rotated and the out of balance forces are measured simultaneously at the two ends, or bearing locations, and recorded so that corrections can be made before retesting. The example that many will be familiar with is dynamically balancing car wheels which has become universal these days partly because car wheels have got smaller and wider over the years and partly because dynamic balancing machines have become hugely cheaper due to better transponders to pick up the vibration and computers to do the complex maths, now all done automatically within the machine. In the case of a car wheel, the two planes in question are the inner and outer rim edges where weights are added to not only achieve static balance but also to remove any rocking couple which might otherwise cause the wheel to rotate with a wobble.

So now to the bit of interest to RGS owners. When is a short fat rotative long and thin enough to need dynamic, or two plane balancing? The answer is that a classic British twin cylinder crank is just about on the limit for static, or single plane, balancing. This is only really true due to very clever design where the mass is concentrated near the centre with a big central flywheel and where the ends are minimized by

cutting the outer crank webs down to the minimum metal condition, this design evidently evolved to minimize rocking couples. The point about being on the limit is that while the resulting vibration only shakes your fillings out occasionally, things could be better with dynamic balancing, you pay your money and take your choice! For anyone interested, there are dynamic balancing companies out there who specialize in classic bikes and have the tools and weights etc. to hand to do the work.

Reproduced by Ken Griffiths with the kind permission of Jon Luke, Technical Officer, The Gold Star Owners Club

NEWS BITS

Correction: Saturday **March 25th** 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.

CAKES WANTED Are you a budding Mary Berry? Could you make a cake for the Ancient to Modern show? If so, could you let me know so we have an idea how many we have before the big day. If you can't carry the cake to the show on your bike we can arrange for collection. The show date is Sunday 30th April. So cake collection service could commence from Tuesday 25th. Contact Dave Peake 07474 668342 or 01432 358400

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

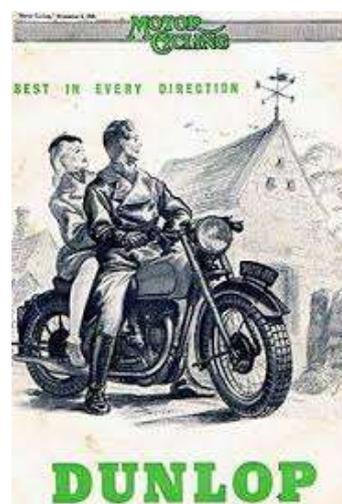
February Club Night raffle prizes donated by Bob Dean, John Peters, Steve Powell, Malcom Copson, John and Lynda Wilshaw, Phil Ball, Steve Keith, Martin Evans. £51 was raised for Club funds

The Club welcomes **new member** Peter Bullar from Hampton Dene bringing total membership to 146

Date for your diary? Nathan Milward, an ex-postie who travelled from Australia to the UK on a step-thru Honda, will be giving a talk on his travels. Conquest Theatre, Bromyard, 7:30pm on Thurs 16th March cost £5. Tickets from Conquest website or pay on the night if still available.

Anyone interested in a friendly **Fantasy Road Race**? Steve Hackett has set up a mini-league on the MCN Fantasy Road Race <http://fantasyrace.motorcyclenews.com/default.aspx> where you can manage your team of MotoGP, WSB and BSB riders for the forthcoming season. You just go to the site, register and join the mini league called LCMCC. Rules etc are all on the site.

FOR SALE



Honda Pan European ST1100 (pictured above) Low Mileage ONLY 14,929 mls, Burgundy & Excellent Condition. Reg'd: 3 July 2001, 1084 cc, Unleaded petrol, Full Service and Carbs Tune-up carried out

November 2014, MOT until 6th Sept 2017 (Bike on SORN) - ABS, Alloy Wheels, Removable Pannier Cases, Rear Luggage Carrier, Steering Lock, 2 new tyres fitted May 2014, Owner's Manual + Receipts. *Includes* Burgundy Baglux Leather Tank Cover plus 50ltr Top-box. Price: £2,500 Contact Dave on: 07967 720245

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

Givi Throwover Panniers roomy 25 ltrs. Rectangular, roll top, waterproof. Used only once on Triumph Bonneville and greatly impressed. Cost £110 will accept £55 George & June Lukins 01432 830287

Honda St 1300 Pan **forks and front wheel**. Excellent condition, available after 2016 conversion of bike to an outfit. Asking £500 George & June Lukins 01432 830287

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: Ultrasonic cleaning for motorcycle & small engine carburettors, stockists of Peek Metal Polish, Massive savings on Chainsaw Chain, Guidebars & Sprockets & Pattern Parts for Chainsaws, Lawnmowers, Garden Machinery & Outdoor Power Equipment. Mail Order or Collection. Phone: 07968 648237 or visit us at: www.terrybass.co.uk email: terrybass@tiscali.co.uk

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

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.

MID-WEEK MEET

Date: Wednesday 15th March

Venue: Honey Café, Bronylls LD3 0LH

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

CALENDAR OF EVENTS 2017

**All Club events (including runs) should be organized through the Events Coordinator
Denis Rowlands email denisrowlands@btinternet.com or on 07484224196**

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

	MARCH		APRIL
Wed 1st	Club Night-Speaker Geoff McGladdery (Hfd VMCC) Ho Chi Minh trail	<i>Sun 2nd</i>	<i>Bromyard speed festival</i>
<i>Sat 4th</i>	<i>H J Pugh, Ledbury Classic M/C, parts and collectables auction</i>	Sun 2nd	The Classic Mid-Wales Run
Wed 8th	Committee Meeting	Wed 5th	Club night
Wed 15th	Mid-Week Meet, Honey Café, Bronylls LD3 0LH	Sun 9th	Prescott Bikefest
<i>Thurs 16th</i>	<i>Talk by Nathan Milward Conquest Theatre, Bromyard</i>	<i>Sun 9th</i>	<i>Lynn's Raven Cafe, Big Breakfast & Classic bike show. Trophy for best in show. All welcome 9am to 2.30pm</i>
<i>Sun 19th</i>	<i>Wistanstow Classic Bike Show</i>	<i>Sun 9th</i>	<i>LMCC Ledbury Leader Grasstrack</i>
<i>Sat 25th</i>	<i>Dave Minton talk at Yarpole Village Hall 7.30pm £5</i>	Wed 12th	Committee meeting
Sun 26th	Winter Meet-CANCELLED	<i>Sat 15th</i>	<i>Ross on Wye Autojumble. Good mixture of Car, Motorcycle and Automobillia</i>
		<i>16th & 17th</i>	<i>Red Marley Trial & Hill Climb</i>
		Wed 19th	Mid-Week Meet Tally-Ho Inn, Bouldon SY7 9DP
		Sun 23rd	Carreg Cennen Castle Run- Steve Hackett
		<i>Sun 30th</i>	<i>Bike4life fest</i>
		Sun 30th	Ancient to Modern Show
	MAY		JUNE
Wed 3rd	Club Night	Wed 7th	Club Night
Sun 7th	Hatton Country World Run- Dave Thurin	<i>Sat 10th</i>	<i>Classic Vintage Day at Cob House Country Park, Worcester</i>
Wed 10th	Committee Meeting	Sun 11th	2nd Sunday Mudeford Meet- Dave Thurin
<i>Sun 14th</i>	<i>Marches Transport Festival</i>	Wed 14th	Committee Meeting

Wed 17 th	Mid-Week Meet, Flag & Whistle Café, Toddington Railway Station, GL54 5DT	Thurs 15 th	VMCC Bike Show at The Moon Mordiford
Sun 28 th	Welsh Cave run- Mike James	Sun 18 th	Midsummer run- Will Morgan
		Wed 21 st	Mid-Week Meet Red Door Diner, Millbrook Garden Centre, Mitchel Troy, NP25 4BD
		Sat 24 th	60 years of the Harley Davidson Sportster at the British Motor Museum, Gaydon. https://www.britishmotormuseum.co.uk/events/harley-davidson-sportster-at-60
		Sun 25 th	Underneath the Archers Run-Steve Hackett
	JULY		AUGUST
Wed 5 th	Open night & Hog Roast	Wed 2 nd	Club night
Sun 9 th	Radway Bridge Show	Wed 9 th	Committee meeting
Wed 12 th	Committee Meeting	Fri 11 th	LCMCC v Malvern skittles night
Sun 16 th	HP Sauce Run- Steve Hackett		
Mon 17 th	Relay Riders		
Wed 19 th	Mid-Week meet, Yew Tree, Peterstow		
Sun 23 rd	Hot Rod & Custom Car Show Run- Dave Thurin		
Sat 29 th	Pembridge Village Show		
29 th /30 th	Aberdare Park		

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