



THE BUSH NEWS



LEOMINSTER CLASSIC MOTOR CYCLE CLUB NEWSLETTER

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

April 2017

Mid-Week Meet at the Honey Cafe



FROM THE EASY CHAIR



Believe it or not, Barclays have at last sorted out the signatories for the accounts. What's amazing, though, is that over the past two years, cheques have been signed by a range of people not officially cleared to do so yet none of them were rejected – including one for £1,000 to last year's charity!

April is a busy month for the club with Bromyard Speed Festival on the 2nd, Prescott on the 9th, and Withington Show (Ancient to Modern) on the 30th. There are also two runs: the Classic on the 2nd, and Carreg Cennen Castle on the 23rd. We also have a first-time visit to the Tally Ho Inn, Bouldon SY7 9DP for the mid-week meet on the 19th. There are loads of non-club events on too – a sign that summer is just around the corner.

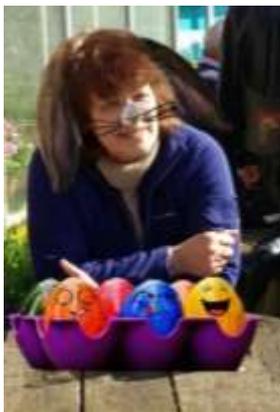
Member count at the end of Feb is 147; with funds of £2,593 in the deposit a/c and £2,652 in the current a/c (of which £230 has been raised so far for our chosen charity, Macmillan).

The turnout for the winter meet at the Royal Oak, Bromyard Downs, was a bit thin at nine people with mixed reviews as to food quality, portion size and value – it seemed that it was very dependent on the items chosen. We are ever mindful of trying to select suitable venues and will strive to make value for money key to any new location. If anyone knows of somewhere suitable, please tell us.

We have done a little more work on sorting out some evening runs and have settled on the 2nd Thursday for the months of May-Sept. Start point will be Queenswood Country Park, riding for about one hour to a different pub each month. The idea being to give a reasonable ride, the opportunity for a noggin and natter and, hopefully, allow a ride home before darkness falls. Just turn up for a 6pm start.

Steve Hackett

MAG (MOTORCYCLE ACTION GROUP) UPDATE



Halloween, Stingers and Injunctions: In 2015 around 200 riders caused chaos in south London, jumping red lights, riding on pavements, and speeding as families were out trick or treating. In 2016 in Kirkstall Road, Leeds, a large group of riders rode at speed through busy streets. According to the BBC around 50 were involved, riding mostly off-road bikes and quads. Similar events took place again in London in 2016 and stingers were used to stop bikes and quads. These events are often promoted through social media.

There have been police raids and arrests with stolen motorcycles being recovered. Local authorities are resorting to injunctions to try and control it despite most if not all of the behaviour being already covered by existing legislation. The problem is that the injunctions affect all, they do not differentiate between a mob rampaging through a pedestrianised area or the local bike club taking part in a charity ride. Some of the injunctions are so badly worded that they make just doing normal things illegal, like sounding your horn, or riding in a group of two or more. You and a group of mates could ride to a part of the country where an injunction is in place and un-wittingly fall foul of the law.

MAG is trying to work with the authorities to get a form of words to use in injunctions that addresses antisocial behaviour without impacting the law-abiding rider. This is, however, an uphill struggle.

Last year, riders at a popular bike meet were horrified to see a policeman apparently preparing a stinger (a tyre deflation device consisting of a series of linked spikes that can be thrown across the road) to deploy

against riders misbehaving on the road to and from the bike meet. At the time it caused quite a stir on biker forums but with bike theft in some areas a major problem alongside the growth in antisocial riding, this use of what many riders think is potentially lethal force is receiving mixed support from motorcyclists. MAG is seeking clarification on the protocols used by the Police for the deployment of stingers.

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

BIGFOOTS MUSINGS ON ALL SORTS



February 15TH I get the Enfield out for a gentle thump up to Eardisley then it goes pear shaped. The road is closed in the village, oh bugger, up to Kinnesley, turn left for Almeley then Eardisley. Oh boy did that lane take me back to my days of off roading. I came out of the Strand with a two toned Enfield, reddish brown and black. Still, it matched Lens Suzuki.... It was a good meeting although one of our members was not a happy bunny. They followed the diversion signs which took them almost back to Leominster then to Kington!! (*The unhappy bunny would very much like to thank Len for the escort down said grotty lane thereby saving many miles on the return trip*) On the way home I saw the first real sign of spring, I passed my first ice cream van of 2017 and on Saturday my first car and caravan so something must be stirring out there.

Sunday 19th I had a lovely run over to Dunley near Stourport for a Worcester VMCC pub meet. We had a cracking time talking about the days when we rode in scrambles and trials. It's surprising how many had ridden in both sports, not for the glory but for the fun of it, mostly on a motley assortment of BSA, Triumph and Villiers powered machines.

The following Friday, postman Dave and myself did the annual trip around the County to give all the bike shops posters and fliers for the Ancient to Modern Show and a very pleasant day it was. Dave managed to get a couple of sponsors for the show, it all helps.

A couple of days earlier I went to the Forest of Dean to check out a café which was rubbish. I was on the Enfield which missed a beat every now and then but we made it home. On having a good look round I found the negative connection to the battery was almost broken through. At great expense a new one was fitted, and on the Friday, out with postman Dave it flew. Oh joy, I didn't know a battery connection could make such a difference.

I hope you survived storm Doris. We walked at Bromyard and Linton that day. Most of it was ok but coming back over the Downs was interesting, walking head on into the wind, still, it was a good walk and the ham, egg and chips went down a treat.

Sunday February 26th was the last Winter Meet and it was a bit disappointing only to get 9 of us to turn out. It was an enjoyable 3 hours and I got home before it rained, where was everyone?

Club night went well. A big turnout were given a very interesting talk by Geoff McGladdery on his trip on the Ho Chi Minh trail covering the ride, the villages and the rivers. A really good evening. Hopefully April will see the carpark filling up with bikes once more.

At the Committee meeting Lynn informed us that we now have 147 members but some of the longer standing members have not re-joined which is a bit of a worry. Are we doing something wrong? Still, we are picking up some new members.

Don't forget postman Dave can do with some help with the Withington Show on April 30th. We look forward to seeing you on the day.

Ride safe,
Bigfoot



The following Email has been received by the Club

From: Ashton Snow
Subject: Club storage enquiry

Good afternoon,

I've found your details in the Old Bike Mart. I'm a Researcher at Yeti Television for Channel 4s Find It, Fix It, Flog It? with Henry Cole, and we are currently in production with series 2. We are looking for people with outbuildings being used to store away unused/old/broken items which can be restored or repurposed, and sold on for a profit (100% of which would go back to ?you? the original owner.)

As Henry is a bike enthusiast we are keen to get more bike parts and related items onto the show! I am contacting your bike club to see if there's anyone in the UK who might be interested in taking part in the show. Our two presenters will take away two items each (four in total) to work on and turn the best profit they can for you.

Series 1 is still available online here if you haven't seen it: <http://www.channel4.com/programmes/find-it-fix-it-flog-it/episode-guide/> We are after a variety of items so non-bike related things are also very much welcomed!

We need to find a lot of people for this series so we would love to hear from anyone who is interested!

Many thanks and kind regards,

Ashton Snow, Researcher Find It, Fix It, Flog It?

If anyone is interested could they drop a quick line to admin@lcmcc.uk or let one of the committee members know. We don't have a time frame at the moment so **as soon as possible would be good.**

Bromyard Speed Festival

This year I was asked to organise the LCMCC attendees for the Bromyard Speed Festival. I was put in contact with Ian Taylor, who is the organiser for the bikes. In February he popped over for the club night to give a talk on the event.



The festival is a street motoring event held in the centre of Bromyard to celebrate the rich motoring heritage associated with the area. The inaugural event saw as many as 5000 spectators watch over 140 classic cars and motorcycles drive around Bromyard town centre throughout the day. The highlight of the inaugural festival in 2016 was Sir Malcolm Campbell's 1926 land speed record breaker the Sunbeam Blue Bird. The 2017 Festival features no less than **THREE** land speed record breakers! Fiat's "Beast of Turin" from 1911 plus "Babs" from 1927 and the "Napier Bluebird", a replica of Sir Malcolm's vehicle that broke Babs' record later in 1927.

Regarding the bikes, Ian is looking for Laverda bikes due to their local connection with the aim to have a Laverda racing pit. The second connection is the Bringsty motocross GP of 1947/8 with some suitable pre 48 type machinery in the 175, 250, 350 and unlimited classes.

Anyone wishing to attend doesn't have to fall into the above categories, but similar classes or anything speed related would be very suitable. If you wish to take part on the track, you will need to do so by submitting an entry form via the Bromyard Speed Festival website.

The club has been allocated a spot to display. If you wish to show your bike on the club stand, please contact me on Facebook or via Email: jackengland100@hotmail.co.uk
Phone: 07432 070711/01432 262648



It is an enjoyable day out seeing and hearing these historic vehicles in action added to which we can promote the club at the same time.

Jack England

Attack of the Dreaded Jellyfuel! Coping with the problems of modern petrol.

Spring coming, and my old Howard Rotavator wouldn't start. Sparks OK and it coughed a couple of times when I dribbled some petrol into the carb. When I took the float chamber off to clear the main jet I found it filled with jelly. Yes, jelly – a large, nasty, yellow blob. Ah – the dreaded modern jellyfuel problem. Check the bike, NOW! But when I started to look into this, things got decidedly complicated.

Old-fashioned leaded petrol was at least dependable – so they replaced it with unleaded. 'Petrol' became a whole range of inscrutably-named products, as the Ad Men got to work. Now we have two main sorts to choose from - bog-standard 'Premium' Grade, and 'Super'. And the confusion really escalates when you add in the E-numbers.

E stands for ethanol, which is a Bad Thing as far as we old bike owners are concerned. Ethanol burns hotter, faster and weaker than 'real' fuel, and for an old engine, the more ethanol there is the worse it's likely to run. Petrol consumption increases significantly, especially in low-compression engines Ethanol absorbs water and corrodes aluminium and zinc, and quite a range of plastic and other synthetic stuff too, while the detergent additives in the fuel mobilise the gunge lining the inside of the engine. Definitely NOT a good thing.

The highest level of ethanol allowed at the pumps was 5% ('E5' petrol) until 2013, and then rose to 10% (E10) until the end of 2016. But, E5 petrol was retained as a 'protection grade' to preserve our disreputable

old engines until the end of last December. Now the Government has extended the supply of E5 until ('at least') the start of 2018, but this only applies to larger petrol stations with an annual sale of more than 3 million litres. And ominously, in the official 'Impact Assessment' of the new legislation, a 'scrappage' scheme and/or enforcing the 'confinement of older vehicles (pre-1940)' is included. 'Confinement' - what the heck . . ?

Virtually all petrol sold in the petrol stations is exactly the same product when it leaves your regional refinery. So you might think that pretty well all petrol stations will be selling the same stuff, so should we buy best quality – that is, expensive – petrol, or cheapo supermarket rubbish? Nope - this is where things get difficult.

All of the retailers add their chosen mix of other additives after the tankers are loaded at the refinery, and these cause different problems to those from ethanol. The 'Super' brands of fuel are really designed for high performance cars, and are entirely unnecessary for standard old bikes and bangers (and most petrol-engined modern cars too). The one-brand retailers mostly stick to providing fuel that is designed for optimum performance in modern vehicles, and it's a little more expensive, but some supermarkets cut corners to keep their prices competitive.

If your bike seems to be getting increasingly cranky and 'off' lately, it could well be down to the fuel you're buying. Realistically, most of us don't do a high enough mileage for the extra cost to be a real factor – a mile or two less per Pound spent. So try running it on some premium petrol from one of the Own Brand petrol stations (i.e., not from a supermarket) and see how it goes. If it still runs rough or overheats, drain the tank, use what's left for your 2-stroke mower fuel mix, and try another brand. When you find one that works, stick with it. Always check at the pump, as the E-grade must be shown clearly, and go for E5, not E10. And be very aware of that E-number - things are going to keep changing, and no one gives a fig for us old codgers with ancient polluting bangers.

If you want to fiddle about a bit, it's probably running weak, so you might try fitting a slightly bigger main jet to compensate for the lower energy value of that dratted E. You could also set the timing advance back a degree or so because your fuel is burning faster, but that's strictly up to you. And fit a drain tap to your fuel lines, so you can drain the carbs whenever you're not using the bike for a while. No need to go too far - I once met a guy who ran his early post-war Douglas on (leaded) petrol mixed with 20% paraffin. "Post-war petrol," he said, "was absolute muck, and the engine was designed to use exactly that." It seems to have worked!

Doug Cross (doug@ukcaf.org)

Afterthought



Not that many years ago I rebuilt my 1948 Douglas Mk 3 as a Special. One of the fifty or so 'developments' included a fibreglass tank that I bought, complete with an interesting hole in one side, for a very small sum. Being experienced in such bodes, I patched it up, and even coated it inside with the best anti-E fuel lining that money could buy, (well, at that time, anyway). Then I did the fancy graphics thing, shined it like new, and fitted it to the bike, along with sundry other custom (i.e. home-made) bits – smart seat, rear-end

cowling, all that stuff. It looked superb, so being a trusting soul I did one more thing. One more silly thing,

in fact. Foolishly, in hindsight, I poured a small quantity of petrol into the tank, to make the engine go – which it did most splendidly.

I suppose it must have been all of a week later that I noticed that my beautiful new tank looked – odd. It was definitely a different shape, more sort of – squat. All around it, and not just my patched area. And that's when I first became aware of the dreaded jellyfuel, the abominable E. I had to scrap it and, since it was one of those 1960 era one-off gizmos, I had to completely rebuild the entire top section of the bike – new tank, new custom seat, repairs and fancy new rear end pod, the works. So that cheapo half gallon of Supermarket Premium E cost me at least £600 in repair and replacement – and that's before the damned stuff even got to the engine – which is quite well now, thank you.

So unless you have an old fibreglass tank lurking in The Shed somewhere, and access to some magically absolutely E-impervious tank lining goo and can guarantee to get the stuff coating every last minute scrap of area inside the tank, then I suggest you abandon any ideas about a resurrection job. Maybe turn it into a desk lamp or some such ridiculous ornament. Otherwise, it'll only bring you grief in the end.

Doug

(Article taken by Ian Logan from The New Conrod, magazine of The London Douglas MCC with the kind permission of the author)

NEWS BITS

MOTORCYCLE SHOW, ANCIENT TO MODERN at Withington Village Hall, Hereford HR1 3PP 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. ***Please display the enclosed poster prominently.***

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 raffle prizes donated by Phil Ball, Derek Cotteral, John Peters, Steve Keith. £43 was raised for Club funds

The Club welcomes **new member** Paul Bridgewater from Moreton on Lugg bringing total membership to 147

John Bloor, founder of Triumph motorcycles, is a long-time admirer of Donald Trump's drive and commitment and has asked the factory to commission a new model to commemorate his presidency. The special model will be based on the recently released Bobber and only available in the US. Controversy surrounds the one hundred limited edition new build as it will be fitted with bagger style accessories sporting light-weight fringes to mimic the president's unique hairstyle and will be marketed as the Trump Ton.

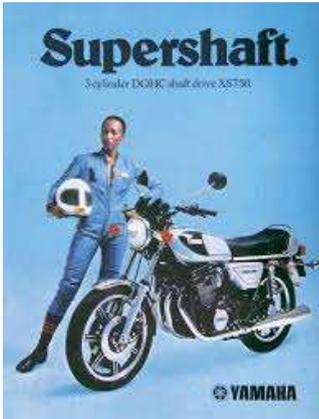


VMCC Herefordshire On The Edge 25.6.17. Entry fees received prior to 23.6.17 are £5 per machine, £10 on the day. Machines must be 25 years or more old and have no more than 3 wheels. Entrants must have the appropriate driving licence and insurance. They must also be a member of the VMCC, event membership of the VMCC is available free of cost on the day. Entry forms and full details are available from VMCC Herefordshire Section Geoff McCladdery phone 01885 490799 email geoffmac@globalnet.co.uk

Prescott Bikefest: Denis will contact all concerned with travel details closer to the date. 2 spaces are still available so please contact Denis urgently if you're interested on 0748 4224196 (evening callers please leave a message) 3 club members are "running the hill" and would appreciate your support.

Wyre Forest Dance in the Park Event: Malcolm Copson advises that Classic and Vintage bikes are wanted at this event. Please see enclosed registration form

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

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

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

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.

RUN SHEET

Title: Classic Mid-Wales Run- This is a **gentle ramble** to warm up the oil.

Date: Sunday 2nd April

Start: 9:30 am, Holmer Rd Service Station, Hereford

Additional Pickup: Aardvark Books Brampton Bryan 10.15-10.30

Coffee Stop: Aardvark Books cafe

Lunch: Llanfair Caereinion Railway station cafe for butties cake and tea, or find your own. Also petrol if they are open.

Route: approx, 120 miles on A B and C roads nothing too bad.

Finish: Watering Hole cafe, Midway Holiday Park, Aymestrey HR6 9SY 3:30 to 4:00 pm

Contact: BIGFOOT 01432 277720 / 07967 350254

MID-WEEK MEET

Date: Wednesday 19th April

Venue: Tally-Ho Inn, Bouldon SY7 9DP

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

RUN SHEET

Title: Carreg Cennen Castle Run - A full day's **BRISK** run to Carreg Cennen Castle

Date: Sunday 23rd April

Start: 09:00 Holmer Rd Service Station, Hereford

Tea/Additional Pick-up: 10:00 Erwood Station

Coffee: Caffi Sosban, Llanwrtyd Wells

Lunch: 13:00 Carreg Cennen (or sandwiches)

Afternoon tea/ice cream: Trecastle

Finish: 16:00 Old Station, New Radnor

Distance: about 175 miles, Fuel: at Brynamman 110 miles

Likely Route: Hereford > Lyonshall > Painscastle > Erwood > Builth > Upper Chapel > Llanwrtyd Wells > Llandovery > Talley > Llandeilo > Trapp > Brynamman > Llandeussant > Trecastle > Tirabad > Beulah > Newbridge-on-Wye > New Radnor

Organiser: Steve Hackett tel 01432 272244; on day 07731509995

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)

APRIL			
<i>Sun 2nd</i>	<i>Bromyard speed festival</i>		
Sun 2nd	The Classic Mid-Wales Run		
Wed 5th	Club night		
Sun 9th	Prescott Bikefest		
<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 9th</i>	<i>LMCC Ledbury Leader Grasstrack</i>		
Wed 12th	Committee meeting		
<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	Sun 4th	Toms Retirement Mountain Monkey Run
Sun 7th	Hatton Country World Run- Dave Therin	Wed 7th	Club Night
Wed 10th	Committee Meeting	<i>Sat 10th</i>	<i>Classic Vintage Day at Cob House Country Park, Worcester</i>
Thurs 11th	Mid Evening Run	Sun 11th	Gower Heritage Centre Run- Dave Therin
<i>Sun 14th</i>	<i>Marches Transport Festival</i>	Wed 14th	Committee Meeting
Wed 17th	Mid-Week Meet, Flag & Whistle Café, Toddington Railway Station, GL54 5DT	Thurs 15th	Evening Run
Sun 28th	Welsh Cave run- Mike James	<i>Thurs 15th</i>	<i>VMCC Bike Show at The Moon Mordiford</i>
		Sun 18th	Midsummer run- Will Morgan
		Wed 21st	Mid-Week Meet Red Door Diner, Millbrook Garden Centre, Mitchel Troy, NP25 4BD

		Sat 24th	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 5th	Open night & Hog Roast	Wed 2nd	Club night
<i>Sun 9th</i>	<i>Radway Bridge Show</i>	Wed 9th	Committee meeting
Wed 12th	Committee Meeting	Thurs 10th	Evening Run
Thurs 13th	Evening Run	Fri 11th	LCMCC v Malvern skittles night
Sun 16th	HP Source Run- Steve Hackett		
<i>Mon 17th</i>	<i>Relay Riders</i>		
Wed 19th	Mid-Week meet, Yew Tree, Peterstow		
Sun 23rd	Hot Rod & Custom Car Show Run- Dave Therin		
<i>Sat 29th</i>	<i>Pembridge Village Show</i>		
<i>29th/30th</i>	<i>Aberdare Park</i>		

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