



THE BUSH NEWS



LEOMINSTER CLASSIC MOTOR CYCLE CLUB NEWSLETTER

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May 2017

THE CLASSIC RUN



This was a lovely trip in glorious weather. Daffodils are still lovely, gorse, primroses, celandines and even some wood anemones. Very clear air quality. Only thing was lunch was a bit limited as the station had not expected so

many visitors, around a dozen bikes went. Morning coffee stop at Aardvark Books café and the afternoon stop were very nice as usual.



Mary Baker (additional photos by Alan Spencer)



FROM THE EASY CHAIR

May brings some new runs and venues with Hatton Country Park on the 7th, an evening run on the 11th, the mid-week meet at the Flag & Whistle on the 17th and Welsh caves on the 28th. There are a few more events being added soon so keep checking the diary for details

You are probably aware that five motorcyclists had a coming together at a roundabout in Ledbury recently which resulted in three of them being taken to hospital. If, like me, you wonder what happened and draw possible conclusions even though you have no knowledge of the people involved, their motivation or skill levels. Events such as these remind us to be mindful that we may be a little rusty after little or no winter riding, especially as dry roads are beckoning. It may be helpful to refresh members' memories on club ride protocols so that we ride safe as a group with minimum disruption to other traffic and have a great time.

*Firstly, speed. The club adheres to all speed limits. Run leaders should be aware that if they set too hot a pace then it may be seen as encouraging others to break the law and are just as culpable even if they don't get caught. Those following should not exceed speed limits to keep up – there **will** be someone waiting for you at the next junction if there's any change of direction.*

Secondly, drop-off system. Run leaders should make sure they indicate any change of direction to the following rider, who waits at that junction until the tail-end rider arrives. This make sure we don't lose anyone. All riders should understand how the drop-off system works. It is helpful for the run leader to have key places to stop en-route to re-group. It is also helpful if everyone knows where they are going!

Thirdly, group riding. Maintain a two-second gap between riders, except when in towns or junctions where it is helpful to close up by staggering alternately. This keeps everyone together without the dangers of 'ducks in a row', and improves your visibility to other motorists. Revert to the two-second gap on the open road.

Lastly, ride your own ride. It's not necessary to do what others do, when or how they do it. Overtaking is a typical example of some dodgy practice you see every day (not by us, of course). Don't feel the need to keep other riders in sight, just know who's in front of you so you can look out for them at any junction.

So, my conclusions on that accident in Ledbury? Probably a result of not thinking for themselves, all line astern yet closing up and being unsighted at the roundabout so that when one stopped unexpectedly there was insufficient reaction time.

Member count at the end of Mar was 149; with funds virtually unchanged at £2,593 in the deposit a/c and £2,563 in the current a/c (of which £230 has been raised so far for our chosen charity, Macmillan).

Prescott was a good day out recently with many members uploading photos to the Facebook page; which now seems to be the preferred method of sharing. Of course, those who choose not to join the Facebook group are unable to see them so we are considering either refreshing the use of the club's Photobucket gallery or starting a new one (with fewer adverts). More on this later.

Steve Hackett

MAG (MOTORCYCLE ACTION GROUP) UPDATE

Seven Bridge Toll Charges: There's been a consultation about the toll charges on the Severn Bridge. So far, motorbikes have been exempt from these charges and the good news is that this is set to continue.

MAG made a submission to the consultation adding our strong support for this sensible measure on the grounds that bikes reduce congestion, pollution and cost.

Potential Road Charges in Germany: UK drivers heading to Germany may soon have to pay as much as £112 to use its roads, after draft law was cleared in Berlin.

If enforced, foreign-registered vehicles driving in the country would need to stump up the new toll to enjoy annual access to the road network. The Bundestag parliamentary house says the toll has the potential to generate 500 million euros (£430 million) each year in foreign driver revenue. Proposals, as they currently sit, would take into account the emissions levels of the vehicle being driven – so motorists taking the cleanest cars would not have to pay the maximum annual amount, capped at 130 euros. In this sense, the scheme has echoes of the newly-launched Crit’Air initiative in certain French cities which requires drivers to display a windscreen sticker declaring their vehicle’s emissions level.

Although Germany currently operates a toll system for trucks, it is one of the few countries in Europe which doesn’t charge cars to use motorways. France, Austria and Switzerland all have private car tolls, but crucially, ones which don’t make the distinction between nationals and foreign drivers.

Before any new plan is implemented though, it needs to successfully navigate the German legislative process and isn’t expected to sail through unopposed.

Penalties for using screen based devices on Motorbikes: A lot of ballyhoo has rightly been made about using ‘hand-held’ devices on the road. What a lot of people don’t realise is that rules also apply to mounted devices such as sat navs and even mounted cameras like Go-Pros.

New guidelines introduced in March 2017 have doubled the penalties for using a hand-held device on a motorbike. MAG have taken a look at what we believe you now can and can’t do.

No touching when you are motion - Strictly speaking, a rider found to be touching a device when the vehicle is in motion could face a fine, even if the device is a unit attached to the bike and not held in the hand itself, if a police officer believes you are not in full control of the vehicle. The same goes if the vehicle is stationary at lights and when queuing in traffic. If you use the device and are seen to be distracted, a police officer has the power to issue a penalty. This would have a severe impact on logistics riders such as couriers and blood bikers who need to consult a navigation screen. Because the law isn’t just for mobiles or smartphones but any device, including sat nav and radios.

From the Government website: “You must stay in full control of your vehicle at all times. The police can stop you if they think you’re not in control because you’re distracted. This includes if you’re using devices like your sat nav or car radio.”

In fact, technically, the only permissible time to use a device is to make 999 or 112 calls when it’s unsafe or impractical to stop.

You can only use the device when you are parked, and that means in a recognisable parking position, with the ignition off, to demonstrate that you are not controlling the vehicle.

So if you need to touch a device, even adjust the angle of the screen, the only 100% guaranteed way to avoid points and a fine is to pull over.

In these instances, using a hands-free device but “not in proper control” could lead to three points and a £100 fine, which could rise to £1,000 if you choose to take it to court.

However, we believe that in circumstances like being stationary at lights and you tap a mounted screen to wake up a device, but nothing more, it’s more likely that you’ll get a caution than the book thrown at you. But, you are entirely at the mercy of the officer who spotted you. If it was a CCTV traffic camera, you may not be so lucky, as the operator is under no obligation to take in any reasonable circumstances.

Absolutely no hand-held devices -If a police officer observes you using a hand-held device when you are in control of the vehicle, you will be liable for six penalty points and a £200 fine. In clearly inappropriate circumstances, say where you are holding the device in your hand, using it when stopped and then speeding off with the device in your hand, you could face disqualification from driving and a fine of £1000. What isn't so clear at the moment is what happens when a device, say a smartphone is tucked inside an open face or flipped-front helmet, as so many fast-food delivery riders do.

The chances of being caught are rising -If you do feel the need to use a device on the move, you face an increasing likelihood of being caught. Many UK forces are now deploying unmarked bikes, and there is even an unmarked police lorry touring the country, where the higher vantage position makes it easier to spot a device being used.

Both the police and the Government are being very clear that they see using a hand-held device as dangerous as drink driving and they are determined to take the practice out of the UK's driving culture.

Do you actually need to take the call? -Leaving aside navigation aids for the moment, there is considerable worldwide evidence that shows even hands-free conversations in moving vehicles significantly contribute to accidents.

ROSPA are firmly against ANY type of call being made when you are driving/riding. They would like to see a total ban, including using completely hands-free devices. There is little appetite from Government for this, though.

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

BIGFOOTS MUSINGS ON ALL SORTS

March 19th and the annual tip up the A49 to Winstanstown. With a dodgy forecast I decided to take the outfit, all was well until I reached the OK roundabout where it felt a bit heavy on the steering. A quick stop and look found a squidgy front tyre so head back home passing a gaggle of our members heading north. Get out the Enfield, dump the outfit and a spirited ride later I arrived on the Club stand set up by Postman Dave. As a Club we had a very good turnout. I had to explain umpteen times why I was going south and everyone else was going north while wandering around with Ed looking at the bikes and rusty bits of bikes. The jumble was not as good as previous years but there were some lovely bikes on show, a very nice gaggle of pre-war Sunbeams, a very clean R.G.S. and our Den's new Norton Commando plus loads of BSAs Triumphs, Enfields and AJS. Midlands Royal Enfield were showing off the new Enfield Himalayan which I had a sit on. It feels very good. They hope they will be on sale about May time and will cost about £4000 for the basic model. So, after an iffy start I had a very good day thanks to the Enfield and as for the tyre, a split valve which D & R soon sorted. I do like this show, £3.00 to get in, £1.00 for a mug of tea/coffee, lots of people to natter with, come and go as you please, a very friendly event and all for a good cause, the local primary school. In 2016 they raised £7000, long may it continue.

End of March and it's my 1st trip of the year up to Snowdon to evict the spiders, clean the van, cut the grass and pay the rent. I had 4 days of wall to wall sunshine with magnificent views on my walks. I hope this is just the start of a very good spring, summer and autumn.

The Classic Mid Wales run went off very well with 17 of us having a pleasant day in the sunshine with views to die for and we got a new member about 20 miles out. John Peters noticed a bike following us, he came into the Watering Hole to join us for a tea and cake then joined the Club, so welcome James Ryder from Minsterley. We had a nice mix of bike from 1930 to new. Thanks to John and Sue for back marking once more and to you all for keeping me company.

I understand Bromyard went well with more Club members present than you could shake a stick at. Not my thing, I'd rather be riding, still it seems we all had a grand day out.

I hear Prescott was a huge success and a good time was had by all. The Enfield took me to see the Osprey at Cors Dyfi, a 190 mile trip, still, not as far as they come, 3000 miles from Africa.

Good Friday and off to Worcester VMCC for their run. A good turnout and a very scenic route. A bit cool to start but it warmed up nicely as the day wore on. A good dinner stop made for a good day.

Ross jumble was a magnet for Club members, I seemed to spend as much time yapping as looking!!

Ride safe,
Bigfoot

The "A" Class Motorcycle Licence

I decided to write about my experiences of taking the bike test for the benefit of anyone looking to take theirs in the future. It may also be of interest to the longer licence holders wishing to find out what the current test involves.

I would like to start by saying that it is worth saving up before starting lessons. Bike lessons cost on average £40 hr compared to car lessons at £20 hr. This is because you have to pay for the insurance and use of your bike, plus that of the instructor. CBTs currently average around £120, module 1 is £15.50 and module 2 cost £75. Unfortunately, long gone are the days when you just had to ride around the block a few times, which was the case for many riders I spoke to.

The motorcycle test is now broken into 3 categories in ascending order; A1, A2 and A. A1 allows you to ride up to a 125cc (11kw) from 17 yrs. of age. A2 up to 400cc (35kw) from the 19 yrs. of age and A, taken on a 600cc (unrestricted power) from 24 yrs. of age or 21 if you've held an A2 for 2 years.

In January 2015 I bought my first bike which was the 250cc Can-Am Bombardier. I bought it with the intention of taking it to military vehicle shows. However, I didn't have my bike licences, so naturally that became the next item on the agenda. Having taken my car licence in 2011, I expected it to be somewhat similar in layout but with the addition of the CBT. So I began by going onto the government website to read up on what was involved. The first hoop is the CBT and theory test.

I began by taking the theory which costs £23 now and was virtually the same as the car theory, but with the addition of 10 motorcycle questions. I found the best way to pass this is to buy the DVLA CD-ROMs. These cover the hazard perception and theory tests. They do not cost much from ebay and work out cheaper than paying to do a re-sit. Plus you can sell them on after. The questions and answers are written almost identically to the real test and after a number of go's, you will become familiar with all the questions and how the interactive video part of the test works.

After passing that, I booked my CBT with James Robinson in Hereford. As I was going for the full A licence geared. So I had to take my CBT on a 125 geared respectively. The CBT was very straight forward. Prior to that, I had an hour with Ian Hince on his 100cc motocross bike around his garden to learn the controls. The CBT goes over the basics like clothing, bike checks, Highway Code and how to ride on the road regarding positioning. After an hour in the classroom, we began by riding around the yard in 1st and 2nd gear performing loops and figures of 8. In the afternoon we went out on the road around Hereford. On completion I asked about booking lessons with them. But being the only school in Hereford, they were fully booked for the next month! So I looked into the next nearest school which was Ross-On-Wye.

I did a handful of lessons at Ross to progress from the 125 to 600 and train for the Mod1. However I failed when I took my Mod 1 which I would put down to lack of experience with the weight and handling of the 600.

So rather than forking out more money on lessons, I decided the best option would be to get a 125 to practice on. So I bought a cheap and simple Yamaha SR125. The CBT and theory test last for 2yrs, so at that stage I had over 18 months to complete. After a number of months of saving the pennies up again and working on my balance and handling, Ian recommended that I should try West Side Riders in Gloucester as recommended by a friend of his. They have a large off road compound set up for Mod 1 training, so it looked ideal. The other advantage of doing lessons at Gloucester, was that the test centre is in Gloucester too. This meant I was able to save money on test days by travelling just a short distance down the road to the centre. Although the Mod 1 test cost £15.50, the day from Hereford or Ross to the test centre would total to around a hundred quid! Instead it cost me £5 of fuel from Hereford to Gloucester return for each lesson and gave me 45mins of practice each way on the 125. I also found riding the 125 on the way there got me ready to switch onto the 600.

I emailed West Side Riders, but after a week not having had a reply (perhaps they were out of the office) I decided to give Joy Riders ago who are another school in Gloucester. I soon had a reply back from them and I booked my first lesson with them at the beginning of February 2016. The weather in February was mild in comparison to previous years. But I wanted to make a start before the summer season and the books were filled up. I was able to do about 1 lesson a week (like car lessons), so I was able to keep the skills fresh.

Unlike Hereford and Ross which used the Honda CBRs. Joy Riders used Suzuki 650 Gladius. I found these a lot easier to ride than the CBR as the CBR required a leant over position and feet placed backwards. The Gladius however is a commuter bike with a level seat and handle bars and an upright riding position. Which as a result, I found far more controllable on the slow manoeuvres. The Gladius is also fitted with an LCD speedo, which was to prove much easier to read than looking down for a needle dial amongst the fairing while doing 30mph around a bend and avoiding the cones. *(to be continued next month)*

Jack England

MAXIMUM ENGINE SPEED

We are mostly aware that maximum engine speed for the Gold Star is around 7000 RPM. Ever wondered why 7000 and not 6000 or 9000? The answer lies in the laws of physics and the point is well illustrated by the performance numbers on the Hardman engine recently reported on by Ian Jackson (Jan/Feb 2017 Magazine).

It was the good Dr Lanchester who, I believe, did the very hard sums to calculate that in a well-proportioned two valve engine two things occur at 4000 feet per minute mean piston speed (mean = average). The first thing is that gas flow through the inlet port can no longer keep up with the piston speed and so cavitation (probably) arises causing a dramatic decrease in power at higher piston speeds. The second thing that happens is a dramatic decrease in fatigue life on the stressed components i.e. con rod/piston life expectancy drops like a stone. So how fast is 4000 feet per minute? On an 88mm stroke the answer comes out at 7000 RPM, note that the variables here are the stroke length and the RPM for a given piston speed – con rod length has no effect on mean.

What then do we learn from all this? Whether you have a 350 or a 500 you do not really want to rev it much over 7000 or so, and now you know why and what the likely consequences are. Please note that these numbers are not hard and fast and bit of leeway can be engineered in by gas flowing and lightening

things. The 350 is probably fairly safe to 7500 due to the significantly lighter piston, but the 500 does show signs of trouble at much over 7200.

So where does Dave Hardman's engine fit into all this? You will have read that this is a short stroke engine (90mm bore x 78mm stroke). The key here is the 78mm stroke which changes the piston speed numbers previously mentioned. At 78mm, 4000 feet per minute mean piston speed comes up at about 7500 RPM so the Hardman engine runs the same maximum piston speed as a standard one despite a 7500 RPM rev limit. Does this mean that a short stroke automatically gives more power? Well, not necessarily because the same cylinder size times more inlet strokes means that airflow through the engine increases and so the inlet port needs to keep up. Note the attention to bigger valves, and probably ports plus a bigger carb – this is where the power increase mainly comes from. The shorter stroke does not necessarily add too much to the power increase except for allowing an RPM increase within the laws of physics, Jim!

Reproduced by Ken Griffiths with the kind permission of the author Jon Luke

Fettling versus technology

Sometimes, technology makes me want to spit! The other day my shaver flashed in an unusual way; three little dots appeared and I guessed it was some sort of fault code. Delving under the bed for my box of handbooks unearthed the one I was looking for, as well as some for long-dead items – a great opportunity for a clearout. I also found the original receipt and was pleased to see the guarantee was still active. It turns out the fault code was an alert to change the cutter heads.

Now, that's all well and good but I felt there was considerable life left in the existing set and, anyway, the 2 years were not yet up so it was a bit presumptive. Clearly, the alert is triggered by the passage of time rather than any measurement of wear and takes no account of beard thickness, toughness or frequency of shaving. One size doesn't fit all so I felt entirely justified in ignoring the instruction. Fortunately, there is a way to 'tell' the shaver that new heads have been fitted – with a sustained press of the 'ON' button – which I duly did. Smug or what? I felt such satisfaction in defeating technology, however small the victory.

If only I could do the same with my bike where the computer insists on telling me the service was due on the 11th November 2011 – no such simple defeat method here! Of course, I could get a dealer to reset it or buy a piece of diagnostic kit and do it myself but why should I? And, if it were ever to throw up a fault code I would need an expert to give me appropriate advice about what it meant and what to do. I suppose I should be grateful that the EU proposals to prevent owners tinkering with their vehicles or fitting 'non-approved' parts has been sunk along with the 'big-brother' idea to stop the vehicle working if you've not complied with the servicing regimen.

There are many of us who lament the arrival of the computer-driven age which makes it almost impossible to opt out and retain a simpler life. Technology is everywhere from cookers and shavers to engine management systems and it does not bode well for the second-hand market where electronic failure may well mean a write-off because a small black box, which costs pence to make costs the earth to replace; no doubt as the makers seek to recover development costs. Not only that, but try and fit aftermarket electrics such as fog lamps, heated grips etc. to bikes with canbus systems – the computer says no!

Sometimes, though, modern technology can be very useful as I found out when my rear bulb blew and up pops a warning on the dash. Better still, the computer sends a signal to the rear brake light to come on at a lower power to simulate the rear light while still increasing brightness when braking.

I also understand the economics of fitting assemblies quickly rather than spending time stripping, diagnosing and repairing parts – especially as I recently had to replace the right-hand switch cluster because the starter button was not available separately. Even a half-price, second-hand switch at £80 hurt

when it was only a small piece of plastic that had failed. I see this will be the future where breaking bikes to supply parts at half extortionate prices becomes the norm.

So, will fettling be a thing of the past and is technology taking the fun out of biking? Of course it doesn't. We ain't giving up so easily. As long as there is a need then someone cleverer than me will find a way of meeting it in ever more ingenious ways; like when broken fairings threatened a write-off, the street fighter was born – a pragmatic solution to that particular problem.

It's such a shame that, to me, black boxes are black arts with no moving parts and their purveyors seemingly have black hearts.

Steve Hackett

NEWS BITS

Congratulations to Robert Austin who with his 1963 Rocket Gold Star won best bike award at Lynn's Raven cafe (Big Breakfast)

April Club Night raffle Thank you to the following club members for the raffle prizes, Steve Keith, Phil Ball, Bob Dean, Chris Brewer, Dave Broggie and Alan Kiley. We raised £46.00. It was a good night out, we were able to get outside for part of the evening,- Bob Dean.

The Club welcomes **new members** Nic Davidson from Worcester and James Ryder from Minsterly, Shrewsbury bringing total membership to 149



FOR SALE



Harley Davidson FLSTCI Softail Classic. (Pictured right) 2004, 1450cc, 33000 miles, singular reg -- MY04 HOG, £6000. The model's condition is superb, both cosmetic and mechanical. It is equipped with leather panniers, audio theft warning, a tailor-made delux storm sheet plus a service record. The sale is enforced by the owner's death from cancer. Should anyone be seriously interested but finds the price excessive there is ample room for manoeuvre. Dave Minton. Tel 01568 780338.

Honda Pan European ST1100. (pictured left) 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

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://cmcc.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 Details – 7th May

Title: Hatton Country World,

Start: 10 am Hill Top Cafe, Fromes Hill

Distance: 60 miles each way

Lunch: Lavender Blue Cafe or Spinning Jenny Cafe (on site)

Interest: Hatton Shopping Village: shops, antiques, garden centre, walks

Route: A roads and some lanes

Organiser: Dave Therin

MID-WEEK MEET – 17th May

Venue: Flag & Whistle Café, Toddington Railway Station, GL54 5DT
Meet from 12.00 noon for lunch or just a drink and a natter

Run Details – 28th May (provisional)

Title: Welsh Caves run

Start: Texaco, Hereford 09:30

Morning Coffee: West End Cafe, Llandovery

Lunch: Dan Yr Ogof (National Caves Centre)

Finish: Honey Cafe, Bronylls

Distance: about 160 miles

Fuel: Brynamman

Likely route: Brecon, Llandovery, A4069 to Brynamman, A 4068 to Ystalyfera, Dan Yr Ogof (National Caves Centre), Sennybridge, Bronylls

Organiser: Mike James 07762477635

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)

	MAY		JUNE
Wed 3 rd	Club Night	Sat 3 rd	<i>West Country Motorcycle Autojumble Livestock Centre, Cirencester</i>
Sun 7 th	Hatton Country World Run- Dave Therin	Sat 3 rd	<i>H J Pugh Auction Ledbury</i>
Wed 10 th	Committee Meeting	Sun 4 th	Toms Retirement Mountain Monkey Run
Thurs 11 th	Evening Run	Wed 7 th	Club Night
Sun 14 th	<i>Mid Marches Transport Festival</i>	Thurs 8 th	Evening Run
Wed 17 th	Mid-Week Meet, Flag & Whistle Café, Toddington Railway Station, GL54 5DT	Sat 10 th	<i>Classic Vintage Day at Cob House Country Park, Worcester</i>
Sun 28 th	Welsh Cave run- Mike James	Sun 11 th	Gower Heritage Centre Run- Dave Therin
		Wed 14 th	Committee Meeting
		Thurs 15 th	<i>VMCC Bike Show at The Moon Mordiford</i>
		Sun 18 th	The Quicksands run- Will Morgan
		Wed 21 st	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 25th	Underneath the Archers Run-Steve Hackett
	JULY		AUGUST
Wed 5th	Open night & Hog Roast	Wed 2nd	Club night
Sun 9th	Radway Bridge Show	Wed 9th	Committee meeting
Wed 12th	Committee Meeting	Thurs 10th	Evening Run
Thurs 13th	Evening Run	Fri 11th	LCMCC v Malvern skittles night (provisional)
Sat 15th	Ross Auto Jumble		
Sun 16th	HP Source Run- Steve Hackett		
Mon 17th	Relay Riders		
Wed 19th	Mid-Week meet, Yew Tree, Peterstow		
Sun 23rd	Hot Rod & Custom Car Show Run- Dave Therin		
Sat 29th	Pembridge Village Show		
29th/30th	Aberdare Park		
	SEPTEMBER		OCTOBER
Wed 6th	Club Night	Sun 1st	Memorial Run
Sat 9th	Ross Auto Jumble	Wed 4th	Club Night
Sun 10th	The Three Wheel Classic Run	Sun 7th	Ride to the Wall
Wed 13th	Committee Meeting	Wed 11th	AGM & Committee Meeting
Thurs 14th	Evening Run	Wed 18th	Mid-Week Meet
Wed 20th	Mid-Week Meet	Sun 22nd	Indian Summer Run
Sat 23rd			
Sun 24th	Forden Vintage & Classic Bike Show		

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