



# THE BUSH NEWS



LEOMINSTER CLASSIC MOTOR CYCLE CLUB NEWSLETTER

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**June 2017**

## ANCIENT TO MODERN



222 motorcycles though the gate. Lots of tea, coffee and cakes eaten, loads of burgers and hotdogs scoffed. With raffle money the total this year was £1604. An additional sum of £215 was also raised towards the cost of hiring Withington Village hall.



Big Thanks from Dave Peake and Granny Di Holloway to all our helpers and supporters who made Ancient to Modern 2017 such a massive success.



Sponsors: D&R Motorcycles, Ray Griffiths, STP Motorcycles, Bringsty Cafe, Hereford Electric Bikes who could not make it due to illness but still popped over to give us a cheque!....Ian Hince for good ideas and photos.....



Then inside, Claire Batchelor and Clair Davies on teas cakes etc. Lynn Longman on club membership. Upstairs Sheila Whittingham selling art work and used leathers.

Outside, from Worcester Motorcycle Club Dawn Thomas and Rose working on the Burgers and Hotdogs. Raffle team Sue Peters, Susan Peake Frances Bass, Terry Bass internet and Mike England printing.

Traffic Marshalls & parking: Mike (Bigfoot) Davies, John Peters, Phil Ball, Lyn Brewer, Chris Brewer, Steve Hackett, Ron and Christine Moore.

Last but not least all of you who came along to enjoy the motorcycles and share a great day with us all.....Thank You Dave Peake (a few more pics after the calendar)

## FROM THE EASY CHAIR



Rain seems to have been a dominant factor so far this month with the 2<sup>nd</sup>-Thursday evening run abandoned due to a thunderstorm and just four brave souls turning out for the mid-week meet at the Flag & Whistle at Toddington; but there's always another day and let's hope the run to the Welsh Caves sees better weather with a good turnout. It's Mike James' first run so, he for one will have fingers crossed for the 28<sup>th</sup>.

Member count is now at 167, following a highly successful Ancient to Modern Show at Withington. The two charities: Breast Cancer Haven and Macmillan each will benefit by some £800 thanks to your efforts, thank you. The charity fund will shortly jump to over £1,000 when this gets paid in. Other funds now stand at £2,592 in the deposit a/c and £2,233 in the current a/c.

A first look into providing a space for members' photos has not proved conclusive. It seems that the modern way to share photos requires some form of registration with the provider and, as the original complaint was that many people didn't want to have a facebook account, we will have to keep looking for a less intrusive platform.

Quite a few people have asked me recently about whether or not my Chinese bike is reliable (it is) which got me thinking about how suspicious we were in the 60s when Japanese bikes began to make inroads into our markets. 'Jap crap' was a common dismissive remark, 'they won't last', 'can't beat British', etc etc. Well, my old college motto was, 'time tests the truth in everything' and there can't be many now that hold the same view about the big four. Technology and build quality have moved on immensely over the past 50 years and we demand and expect to be able to jump on a bike and nip to Aberystwyth for chips of an evening – not something you would have contemplated on that 60s British bike! I wonder, how long will it be before Chinese motorcycles gain credibility?

Steve Hackett

## MAG (MOTORCYCLE ACTION GROUP) UPDATE



**Motor racing boost to English tourism:** New laws came into force on 10 April 2017 which allow motor racing events to take place on closed public roads in England. The move could see small races hosted by local communities, bigger European rallies or even a future Monaco-style Grand Prix in an English city, offering huge economic benefits to local communities.

**South Wales Police calls for footage of traffic offences** A second Welsh police force has launched "Operation Snap", which encourages members of the public to submit footage and

images of road traffic offences being committed. Police are calling for footage showing evidence of

dangerous driving, driving without due care and attention, contravening solid white lines, mobile phone use, improper control of a vehicle and contravening red traffic lights. To submit footage, members of the public have to complete a form available on the Go Safe website. Once the footage has been reviewed, officers will update the individual as to what action will be taken.

**Digital driving licence could arrive by 2018** A digital version of the driving licence may be available for use as soon as next year, the DVLA has announced. The DVLA will be developing a quick, easy and secure service to allow customers to view a representation of their driving licence on their smartphone. A trial version of the new digital licence may be up and running by September 2017, but the new licence will not replace the full driving licence.

**Driving licence WARNING** Failing to inform the DVLA when you change address could land you with a £1,000 fine– even if it is temporary, like a move to university during term time, for example. Changing an address with the DVLA does not cost. Updating your licence information can be done online using the V5C vehicle log book via the Gov.uk website.

**Could speed bumps become a thing of the past?** Councils across the UK could be encouraged to phase out speed bumps and other traffic calming measures as part of a new Government plan to cut air pollution. Research by Imperial College London which suggests that driving over speed bumps in a diesel car produces 98% more nitrogen dioxide than driving over road cushions. Other options likely to be put forward include better sequencing of traffic lights to ensure that drivers arrive at green lights rather than red ones if they drive within the speed limit.

**Sue (Editor, email: [bobandsuiz@hotmail.co.uk](mailto:bobandsuiz@hotmail.co.uk)).**

## **BIGFOOTS MUSINGS ON ALL SORTS**



The April mid-week meet at the Tally Ho went off very well with 17 of us. This is a lovely old pub serving up goof food, a lovely atmosphere and friendly welcome, a really enjoyable meeting.

And now, the good news for anyone who does not enjoy Bigfoot Motorways, I am giving up doing runs for the Club after the Memorial Run. After 41 years I feel it is time to stop. I am still willing to arrange the mid-week meets and stay on the committee if you want but the Memorial Run will be my last run on a regular basis although I may pop the odd run in

now and then as and when I feel like doing one. I really hope someone will take over the Memorial Run from next year. I would just like to say a big, big thank you to all of you who have kept me company over the years. I hope you have enjoyed it as much as I have. It's been a lot of fun and I have met a lot of great people over the years but the time has come to stop for a while.

Sunday April 30<sup>th</sup> and it's the Ancient to Modern Show. Congratulations to Postman Dave and Diana (Mrs G) on yet another superb show. There was a marvellous mix of bikes, trikes, outfits, scooters and race machines. There was a lovely custom Harley, not my thing but the engineering was top class, a trike with a 4.5 litre Rover V8 which did 14 MPG owned by a lady from Bromyard which was a real beast. We had bikes from 1926 – 2017, British, American, Japanese, Chinese and from all over Europe. A lovely NSU Super Max 250cc bought as a rusty heap and has since, been ridden back to the factory to numerous FIM Rallies

and lots of trips to the Alps for holidays proves you don't need to buy a big bike to have fun. If you couldn't make it you missed a treat, there was something for everyone. Tea/coffee at £1 per mug, lovely cake and very tasty hot dogs and burgers care of the Worcester Auto Club Ladies and we picked up some new members, welcome to the Club. Thanks to all who helped on the day and once more to Dave and Mrs G for all your hard work putting it together.

Since Withington I have been sorting the mid-week meets for August – December and have done over 400 miles on Enfield/Suzuki in some lovely weather so we are now sorted for 2017. I'll have to start on 2018 soon so if you know of any good cafes that can cope with us please let me know.

I had a lovely run to see the Ospreys in North Wales. All 4 breeding pairs have 3 eggs each so hopefully we will have 12 chicks from Wales this year.

One Monday evening I went over to the Worcester VMCC meeting. It was a good turn out with over 20 bikes including a lovely mid 20's Douglas flat twin and a bike I had not seen for years, a CZ Enduro sounded good, a cracking machine.

A good turnout at May's Club Night, it's nice to see the car park filling up with bikes, some very desirable machines.

After Chairman Steve had taken us on a very nice walk around Wainlodes and Bishops Norton (very nice pub) I was thinking of getting the bike out for the 1<sup>st</sup> evening run, it had been a nice dry day but it started to thunder and boy did it rain so, on with the kettle. Sorry Bob, let's hope the sun is back soon.

Ride safe,  
Bigfoot

## **The "A" Class Motorcycle Licence – Part 2**

On my first lesson we practiced the manoeuvres, which I found were a lot easier this time around. Once out on the road, the 600 took a bit of getting used to again when it came to selecting the right gear and clutch control with the amount of extra power available compared to the 125. I also needed a bit of practice riding slowly to get my balance adjusted for the weight of the 600 and to feel fully in control of the bike. But after a few lessons, I was fairly confident that I had grasped the handling and able to ride it smoothly. After a few weeks they put me in for my Mod 1 and I felt a lot more confident than the year before. Prior to the test, myself and a few other students went to the test centre where schools can rent the Mod 1 compound for a few hours. We "walked the track" and re-capped all the manoeuvres as previously rehearsed around the many car parks and side streets in Gloucester.

To begin with, the rider has to ride into the compound and stop in a box for the first exercise. For each exercise you're expected to check over each shoulder for traffic as good practice before moving off. The first exercise, you need to manoeuvre the bike in reverse into an adjacent box so the bike is facing the other way. The second exercise is the slalom which has to be performed in a zigzag. The schools use small cones whereas the test centre use tall cones, so you must make sure you zigzag through them and not weave through as I found out the first time I took my Mod 1. For this exercise it was important to master the clutch control, remain sat upright and concentrate on aiming for the spaces and not the cones. A friend of mine said speeds under 30 require steering whereas speeds over 30 are leaning which I found was a useful bit of advice. This then runs into the figure of 8 which can be done with a bit of speed and momentum. The examiner then calls you over and tells you to ride slowly over to the U-turn part of the test. This is to demonstrate riding slowly in traffic and the aim is to keep your speed down to around 5mph on the clutch. The U turn is marked out by 2 white lines, 3 car park spaces apart which you need to stay between. You start off stationary, perform a shoulder check, pull off and then perform another shoulder

check before making the turn. I found the best way to get round without losing balance was to position myself over the left side of the bike.

This then leads onto the last three high speed exercises. The first is the controlled stop, second is the emergency stop and the final is the avoidance. The course dictates that you have to get up to speed and into 2<sup>nd</sup> gear, go through the bend and accelerate out of the corner up to 50km/hr (32mph). I found if you took it slowly and then exit the turn as soon as possible. This then gave you the most length to line up on the cones and get the correct speed, as opposed to going all the way around the bend and having to steer the bike to the left after the exit. The digital speedo was great for this as you could read it easily and quickly and you knew what your speed is exactly unlike a needle which takes time to interpret. There are 4 cones which mark out the speed trap - two at the front and two at the rear. I found the trick to getting the right speed was to aim for the back two. If you aimed for the front two, you would release the throttle too early and your speed would be under and thus a fail. I passed the controlled stop and emergency stop but I was a couple mph under on the avoidance test. But you're allowed 2 attempts for the high speed manoeuvres. So determined not to fail on the last exercise, I pushed my "serving at speed" ability to the limit and secured a pass.

The final step to getting your licence is the Module 2, which is the practical part out on the road. The other advantage to taking tests in Gloucester, was we were able to practice riding the known routes that examiners take. Frustratingly, I failed the Mod 2 by getting stuck behind a slow moving van on the A38 dual carriage way. Had I known the road layout better, I would have overtaken when there was a gap sooner. But that section of the road has a roundabout and traffic lights along it, plus trapped by other over taking vehicles, I subsequently failed for "lack of progress".

So the second time around and £75 shorter, I went up and down that section of the A38 about three times prior to the test. So in the end I knew the distances between each junction, the best places to overtake, best engine set up, best tyres, best line... For this stretch, the instructor expects you to ride at the national speed limit along here which is 70mph. Despite my practice runs, this time it was uneventful with only light traffic and I didn't need to overtake anything. Once back at the test centre, the examiner told me I had passed in the same tone of voice he used for announcing fails. He concluded with some small talk asking what type of bikes I was into. To which I replied classics, however he said he didn't like classics because they usually break down. I was tempted to say something along the lines of stop being a miserable old fart but I was happy just to get my bit of paper and shoot off.

So to round up, I would recommend any new riders buy themselves a high seated 125. I found good balance could be practiced on the 125 and applied to the 600 by working on where you look such as at the horizon and sitting upright. I also found riding to the lesson got me prepped and into the riding state of mind, which I still notice when I switch from car to bike and vice-versa. I would also recommend doing lessons where the test centre is as you'll be able to practice on the same roads as the Mod 2, save money on test days (not paying for travelling to and from) and hopefully your school will be able to use the compound. I would also check to see which bikes the school uses and if possible, find a school that uses digital speedos. Demonstrations of the Mod 1 and 2 are available on Youtube.

Jack England

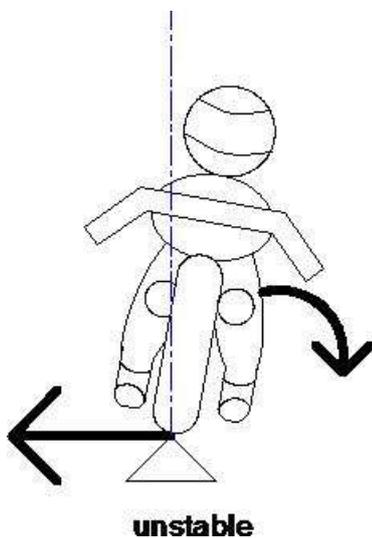
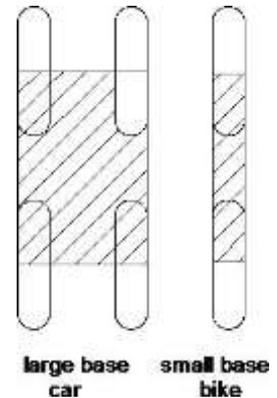
## Counter steering - myth or marvel?

The great thing about counter steering is that everyone does it even if they aren't aware they are doing it - otherwise they wouldn't be able to get around any corners.

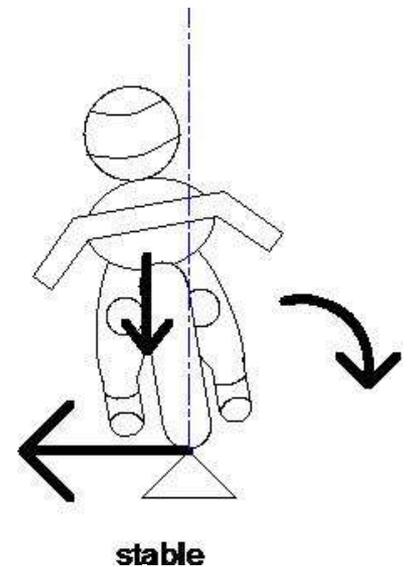
Ever since we were learning to walk; from those first, faltering steps to mastering the art of fluid motion, we have applied scientific principles without being aware of it. The same goes for riding a push-bike or motorcycle where we learned how to balance and develop from big movements of the handlebars to small, finely controlled ones as we honed our skills.

There are a few major concepts that need to be understood to help us get to grips with how counter steering works:

Firstly, to be stable, the centre of gravity (CoG) must be inside the vehicle's base. For cars this is easy to see as they don't fall over, whereas 2-wheeled bikes have a tiny contact patch and only the very skilled are able to remain upright when stationary. For most riders it's necessary to have a little forward speed, or momentum, to maintain balance.



Secondly, bikes negotiating a bend are effectively travelling on the outside of a large circle, this sets up inertia which tries to throw the bike outwards (so-called centrifugal force) but, because the tyres are in contact with the road, this is opposed by centripetal force which results in the bike tipping outwards (shown left). This is rather like having the rug pulled from under you!

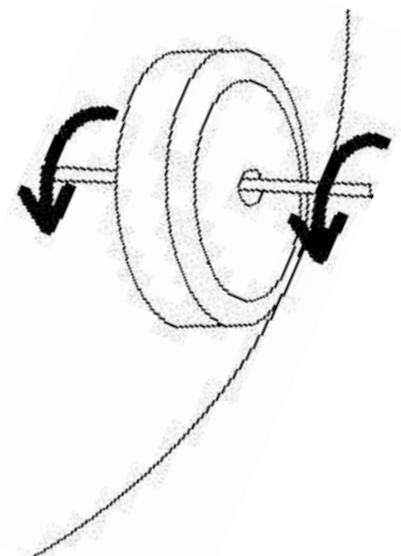


How we deal with this is to lean into the curve so that our CoG moves inside the circle to balance the forces and restore stability (shown right). Too much lean and you turn too tight, too little and you won't turn enough (go wider).

Lastly, there is the gyroscopic effect caused by the rotating wheel which is the tendency of the wheel to remain upright when it spins.

Combining these ideas, where the bike is leaned over to make a turn, the forward momentum and gyroscopic effect will stabilise the angle of lean and it will follow a natural curve.

So when you turn your bike you are balancing all these forces – even if you don't know the science behind it

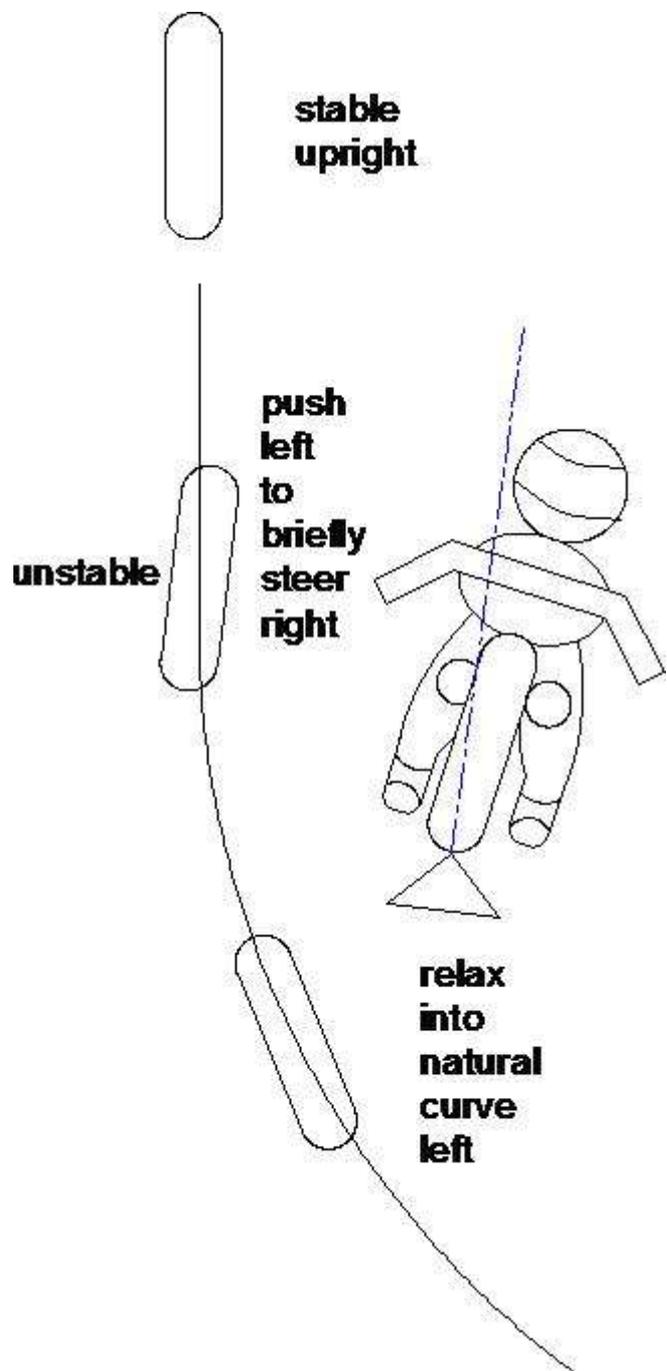


Perhaps the easiest way to think of counter steering is to know that it is counter-intuitive and you need to do the opposite of what seems rational.

So, you are travelling at speed and approaching a left-hand bend. The bike is very stable in its upright position due to its momentum.

To turn left you momentarily push on the left-hand grip which sets up the wheels for a right-hand turn but, as you are upright, this is unstable.

Remember back to where the force at the contact patch was acting inwards and the bike was being thrown outwards, so because you made a right-turn movement the bike begins to lean to the left which is exactly what you need to make the turn. Now you ease off the left-hand push and the bike will follow the natural curve.



To counter steer you

- first destabilise the bike by steering slightly in the opposite direction to where you want to go
- this causes the bike to lean into the turn
- remove the steering input and the bike will follow the natural curve

The technique is often quoted as something like:  
**push on the left grip to steer left**

A good example of the value of counter steering is when you come across an unexpected obstacle in the road and need to react quickly. Say there's a white van man straddling the centre line and coming your way, then you need to make a quick push on the left grip to destabilise the bike to initiate that lean to the left.

At first sight it takes a seemingly brave person to steer towards an oncoming vehicle but not when you are confident about the value of counter steering.

Steve Hackett

### NEWS BITS

**May Club Night raffle** Thank you to the following club members for the raffle prizes, Steve Keith, Phil Ball, John Peters, Farmer Mark. We raised £50.00. - Bob Dean.

The Club welcomes **new members** Thomas Poole from Marden Roger Brooks from Bromyard, Ian and Sharan Burgoyne from Leominster, Andrew and Karen Carter from Vowchurch, Lawrence Hammond from Dinedor, Mike Jones from Peterchurch, Ralph Lloyd from Mordiford, Thomas Poole from Marden, Andrew Williams from Hereford, Steve Scrace from Tupsley, Geoff Butterworth from Wigmore, Dave & Lisa Gilbert from Billingsley, Bridgnorth bringing total membership to 167.

**JULY CLUB NIGHT**- Open night and hog roast Please display enclosed flier prominently.

## FOR SALE



**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 6<sup>th</sup> 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

**Honda Deauville** (pictured right) 2009, 700cc, 13000 miles, silver, large panniers, top box, heated grips. Taxed and MOT. Monza sidecar, tonneau and unused hood. Colour matched and fitted 2014 by Watsonian. £7750 Contact June Lukins 01432 830287

**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](http://www.terrybass.co.uk) email: [terrybass@tiscali.co.uk](mailto: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](mailto: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/](http://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](mailto: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](http://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 – 4<sup>th</sup> June**

**Title:** Tom's Retirement Mountain Monkey Run

**Start:** 10am Staunton on wye Village hall. HR4 7LR (Turn right off A438 into village Nr New Inn.

**Distance:** Appox 80 miles in and around the Black Mountains, mainly B & C class roads & country lanes with high and spectacular views.

**Lunch:** 12 noon Crown Inn, Longtown.

**Finish:** Honey café , Bronllys 3:30 Approx

**Organizer:** Tom Bradshaw 01981 500418

### **Run Details – 8<sup>th</sup> June**

**Title:** 2<sup>nd</sup> Thursday Evening Run

**Start:** 6pm from Queenswood

**Route & Distance:** to be decided on the night depending on numbers, weather etc.

### **Run Details – 11<sup>th</sup> June**

**Title:** Gower Heritage Centre, Parkmill, Swansea SA3 2EH

**Start:** 09:00am Holmer Rd Garage

**Coffee:** Casa Cafe, Brecon

**Rest break:** J47 on M4

**Route:** Includes a 10 mile section of M4 (J45-J47), Kittle, Parkmill

**Lunch:** Heritage Centre

**Tea:** Honey Cafe, Bronyllys

**Organiser:** Dave Therin

### **Run Details – 18<sup>th</sup> June- A Brisk & Longer Run**

**Title:** The Quicksands

**Start:** 9.00am Texaco, Holmer Road, Hereford

**Additional pick up:** 10.00am, Texaco, Builth Wells showground r/about

**Route:** Approx 200 miles. A brisk & longer run for riders who can maintain progress

**Stops:** Llandovery / Pendine Sands (picnic or find your own) / Sennybridge

**Finish:** Honey Café, Bronllys

**Contact:** Will Morgan 01600 890057 (or 07811 059185)

### **MID-WEEK MEET – 21<sup>st</sup> June**

**Venue:** Red Door Diner, Millbrook Garden Centre, Mitchel Troy, NP25 4BD

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](mailto:denisrowlands@btinternet.com) or on 07484224196**

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

JUNE			
Sat 3 <sup>rd</sup>	<i>West Country Motorcycle Autojumble Livestock Centre, Cirencester</i>		
Sat 3 <sup>rd</sup>	<i>H J Pugh Auction Ledbury</i>		
Sun 4 <sup>th</sup>	<b>Toms Retirement Mountain Monkey Run</b>		
Wed 7 <sup>th</sup>	<b>Club Night</b>		
Thurs 8 <sup>th</sup>	<b>Evening Run</b>		
Sat 10 <sup>th</sup>	<i>Classic Vintage Day at Cob House Country Park, Worcester</i>		
Sun 11 <sup>th</sup>	<b>Gower Heritage Centre Run- Dave Therin</b>		
Wed 14 <sup>th</sup>	<b>Committee Meeting</b>		
Thurs 15 <sup>th</sup>	<i>VMCC Bike Show at The Moon Mordiford</i>		
Sun 18 <sup>th</sup>	<b>The Quicksands run- Will Morgan</b>		
Wed 21 <sup>st</sup>	<b>Mid-Week Meet Red Door Diner, Millbrook Garden Centre, Mitchel Troy, NP25 4BD</b>		
Sat 24 <sup>th</sup>	<i>60 years of the Harley Davidson Sportster at the British Motor Museum, Gaydon.</i> <a href="https://www.britishmotormuseum.co.uk/events/harley-davidson-sportster-at-60">https://www.britishmotormuseum.co.uk/events/harley-davidson-sportster-at-60</a>		
Sun 25 <sup>th</sup>	<b>Underneath the Archers Run-Steve Hackett</b>		
Sun 25 <sup>th</sup>	<i>VMCC Herefordshire on the edge</i>		
JULY		AUGUST	
Wed 5 <sup>th</sup>	<b>Open night &amp; Hog Roast</b>	Wed 2 <sup>nd</sup>	<b>Club night</b>
Sun 9 <sup>th</sup>	<i>Radway Bridge Show</i>	Wed 9 <sup>th</sup>	<b>Committee meeting</b>
Wed 12 <sup>th</sup>	<b>Committee Meeting</b>	Thurs 10 <sup>th</sup>	<b>Evening Run</b>
Thurs 13 <sup>th</sup>	<b>Evening Run</b>	Fri 11 <sup>th</sup>	<b>LCMCC v Malvern skittles night (provisional)</b>
Sat 15 <sup>th</sup>	<i>Ross Auto Jumble</i>	Wed 16 <sup>th</sup>	<b>Mid-Week Meet Steel Horse Café NP7 9AY</b>
Sun 16 <sup>th</sup>	<b>HP Source Run- Steve Hackett</b>		
Mon 17 <sup>th</sup>	<i>Relay Riders for Soldiers off the street</i>		
Wed 19 <sup>th</sup>	<b>Mid-Week meet, Yew Tree, Peterstow</b>		
Sun 23 <sup>rd</sup>	<b>Hot Rod &amp; Custom Car Show Run- Dave Therin</b>		
Sat 29 <sup>th</sup>	<i>Pembridge Village Show</i>		
29 <sup>th</sup> /30 <sup>th</sup>	<i>Aberdare Park</i>		

	SEPTEMBER		OCTOBER
Sun 3 <sup>rd</sup>	Ride with Angels	Sun 1 <sup>st</sup>	Memorial Run
Wed 6 <sup>th</sup>	Club Night	Wed 4 <sup>th</sup>	Club Night
Sat 9 <sup>th</sup>	Ross Auto Jumble	Sat 7 <sup>th</sup>	Ride to the Wall
Sun 10 <sup>th</sup>	The Three Wheel Classic Run	Sun 8 <sup>th</sup>	Hogging the Bridge
Wed 13 <sup>th</sup>	Committee Meeting	Wed 11 <sup>th</sup>	AGM & Committee Meeting
Thurs 14 <sup>th</sup>	Evening Run	Wed 18 <sup>th</sup>	Mid-Week Meet Lakeside, Llandrindod Wells LD1 5HU
Wed 20 <sup>th</sup>	Mid-Week Meet The Maltings Café, Clun SY7 8JB	Sun 22 <sup>nd</sup>	Indian Summer Run
Sun 24 <sup>th</sup>	Forden Vintage & Classic Bike Show		

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

