



THE BUSH NEWS



LEOMINSTER CLASSIC MOTOR CYCLE CLUB NEWSLETTER

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

July 2017

TOMS RETIREMENT RIDE



With a break from tradition we met for Toms ride at Staunton on Wye village hall at the decent time of 10:00am. Unfortunately for us, the rain decided to come along too, staying with us most of the day.

We had 21 people with 18 bikes in total. Tom likes to ride around the black mountains so this is where he took us. We toured around the little lanes in the morning ending up at The Crown,

Longtown for lunch. Everyone seemed happy with the food but the barmaid in my opinion was not too good at maths being unable to add three items together after three tries!



In the afternoon we made our way to the top of the Caple-y-fynn, well the road to where you can climb to the top of the mountain that is! I did suggest it would make a great picture if everyone walked up to the top for a photo. Didn't quite catch the reply, probably best for family newsletter!



The little lanes we rode on were, well little, add in chippings along the middle of the lane, mud in some places, the aforementioned weather and this made for a real test of rider skill. I think most of us had a slip on the mud. It was especially hard for the bikes carrying pillions with one couple having a very low speed topple whilst turning right. Then, on the ride back down Caple -y-fynn, Scott and Jan came off the Guzzi which left them a little bruised and shaken. They did make it home safely.

Check out the photos for scenery which was wild and beautiful. Great ride dented a little by the

wet weather but don't be put off Tom, have another go.

Dave Peake

FROM THE EASY CHAIR



Rain last month, sun this – it's never right is it? Got really hot on Will's run to Pendine Sands but never expected my screen to self-eject and hit me on the head! Luckily it fell into my lap and I was able to hold on to it and come to a stop. Not so luckily as this was after the run had ended and I was on my own and the screen was too big to go in the top-box. There was only one allen key in the toolkit but it was the correct size for once so I set-to to put it back on and promptly lost one of the rubbers down inside the fairing panels. Anyway, long story short, the dealer will have sorted it by the time you read this. Back to the run. Just a handful of us left Holmer Road, braving the tar and chippings for what seemed like miles past Castlefields, then swinging by Builtth to collect Ed on the way to the Owls Nest. Everything seemed easy on the way out but boy did that heat build on the way home. Anyway, a really enjoyable but somewhat tiring ride out for all that.

Membership is still trickling in; count is now at 167, and likely to increase again at the Open Night on 5th July. At the end of May funds stood at £2,953 in the deposit a/c and £3,192 in the current a/c with £982 in the charity fund. We seem to be very good at eating our way through the leftovers with our free food nights but suggestions for other activities (subsidised or not) have been coming in including possible track days (closed to club members only), go-kart racing, off-road experiences etc. If you have ideas on other interesting activities please let us know, in the meantime we'll try to firm up some options for you.

I must say 'well done' to Chris Davies for gaining a RoSPA Gold standard in his 3-yearly advanced biker re-test. Everyone I've ever spoken to who has taken up the challenge of advanced rider skills training has benefited in some way and now might be your time as the IAM are giving £50 cash-back to the first ten people who pass their advanced test. Sign up with the local group at <http://www.wham-motorcycling.org/>. I know a couple of members attended the Biker Down day at Peterchurch recently – another really valuable bit of training for surviving on the roads – do go to one if you can.

Clubs go through change all the time moving from vibrant to moribund, cash-strapped to minted, and so on; with the successful ones able to adapt to changing circumstances. This club has relied pretty much on the same model since its inception where a committee organises and manages all the affairs, events etc and, while this can work well, it tends to throw significant work onto the same few people which inevitably becomes wearisome and creates reluctance for others to join in the organising side of things. So perhaps now is the time to change how we do things? Common sense tells us that a given amount of work can be done by a few people each taking on a significant share or by a larger number with relatively light duties, so, here's a proposal: how about having 'hit squads' responsible for running each event so that a person would have a clear cut role for that event with no expectation to contribute further than they feel able to. Examples could be: erecting a few signs, litter picking or collecting glasses, making a cake – each small but nevertheless invaluable.

You may well have heard that Terry Bass has been unwell for a few weeks now and finding getting out and about rather a trial. He had hoped to continue as treasurer until the AGM but has reluctantly had to stand down. In the short-term we have arranged for the finances to be managed by an accountant (at no cost to the club) while we seek a permanent solution. Also after the AGM we will lose Lynn Longman as Membership Secretary as she adapts to her replacement hip and pursues her other interest of dog agility training. Denis Rowlands, too, will resign as Events Co-ordinator at the AGM although I am very pleased to say that Sue Moore has offered to fill this essential role (but will not be upset if someone else would like to do it, and the NL – Sue). So, let's change our way of working and adapt - not just to survive but to become stronger.

Steve Hackett

MAG (MOTORCYCLE ACTION GROUP) UPDATE



Clean air screen sticker : If you are travelling to or through France display of a clean air screen sticker is required in some major cities – currently Paris, Lyon & Grenoble. Cost is around £3.20. Non-display means an on the spot fine of £117 These can be obtained from:- <https://www.certificat-air.gouv.fr/en>.

Also remember that motorcycles built before June 1, 1999 are banned in Paris between the hours of 8am-8pm.

Low Emissions Zones and City Bans could force Motorcyclists into cars: The current focus of European mobility strategies is on public transport, cycling and walking. However, public transport will never reach every urban area and cycling and walking are only good for limited distances. This means there will always be a need for individual motorised personal transport. In

urban mobility FEMA, the Federation of European Motorcyclists Associations, foresees a growing role for powered two-wheelers, especially motorcycles. Motorcycles are smaller and lighter than cars and are able to keep moving where cars are stuck in traffic, which means they use less fuel, they pollute less and they save travelling time. Motorcycles provide the greatest flexibility of all means of personal transport, because they offer the freedom to travel where and when you want to. In the meantime, motorcyclists experience a growing pressure by city councils to switch from older, affordable motorcycles to more expensive, less fuel consuming and cleaner motorcycles. Several city councils threaten to ban older motorcycles (pre Euro 3, built in 2006 and earlier) from cities or demand high tolls. FEMA conducted a survey amongst European motorcyclists to find out if the average motorcycle commuter would be willing to invest in a new(er) motorcycle to keep commuting by bike and to find out how the European rider feels about buying and riding a non-emission bike. If environmental restrictions would only allow for light, high-tech but low-power-output motorcycles (less than 60 brake horsepower), a small minority would still keep riding. A small minority of motorcyclists could even imagine enjoying the ride on a non-emissions bike. But, a staggering 87% would not be willing to invest in a more expensive non-emissions bike. If fossil fuel vehicles were ever banned from entering the city, 76% would rather change transport mode than buy a non-emissions bike. This outcome could have serious consequences for urban traffic, congestion and pollution.

Survey suggests new penalties not deterring mobile phone users A recent survey suggests that despite the introduction of tougher mobile phone penalties, as many as two thirds of motorists may still be using their device at the wheel. In the survey, published last week by the price comparison website MyCarNeedsA.com, 66% of respondents admitted to texting when stationary in traffic, 37% confessed to checking social media and 18% to making calls. While the vehicle is on the move, 20% of respondents admitted to making calls, 6% to checking social media and 2% to texting.

Swinton and IAM RoadSmart join forces to offer bike tips website: Swinton Insurance has teamed up with leading road safety charity IAM RoadSmart to create a website offering safety and guidance tips for bikers as the summer riding season starts. The charity has contributed guide content, offering practical advice on issues such as filtering, biking in seasonal weather conditions, as well as dealing with vulnerable road users. www.swinton.co.uk/spotlight/motorbiking/road-safety/iam-roadsmart/

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

BIGFOOTS MUSINGS ON ALL SORTS

Well, the evening runs got off with a bang, just as I reached for the Enfield keys we had 2 rumbles of thunder, then, on the Wednesday of the Toddington meet somebody turned the tap on. That was the wettest ride I have had for a very long time. Still, 2 of us turned up on bikes, Sue Moore and myself and Kenny G and Frank Edgar came with a roof over them. Sue and I gently dripped throughout the meet while Ken and Frank looked on bemused!! We had an enjoyable time putting the world to rights before heading home in even heavier rain. Oh what fun it was!!



Sunday May 21st it was off to find the Green Man with the Hereford Section of the VMCC. A lovely day for a gentle bibble on the Aerial. This was put on by Steve Sumner on a 1928 New Imperial, the only problem was that there was only 4 of us. I don't understand why people join a club for old bikes then don't ride them. We had a great run and found the Green Man. At the club night at the Moon there were only 5 of us. Why pay £37 per year and not support the section?

I know I have gone on about the lack of support but at our next AGM your Club will be in need of a new injection of officers in the form of a secretary, membership secretary, treasurer and, we will need some more committee members. If we don't get people to help run the club it will die, it's as simple as that. I have seen clubs a lot bigger than us go down the pan because of lack of help.

June 4th off on Toms run. He obviously didn't pay the weather god enough of the folding stuff, it was wet. By the time we got to lunch most of us had soggy bits. The Crown at Longtown did us proud. A mug of coffee and Sunday lunch and I was ready to go again. Thank you Tom, don't be put off, next time will be much better.

Now for the good bit. I have bought the bike of my dreams, a BMW R1150 GS. I have wanted one for years after having ridden a mates R80, it was superb. Anyway, when he sold the beast it was just too much for me at the time and now the airhead ones are going for silly money, but this one came up, 1 owner, (ex club man) dealer serviced from new, all the paper work, BMW boxes and under 20,000 miles. All I need now is the weather to enjoy it. It's definitely different to the Enfield and Aerial. Sometimes dreams do come true.

Let's hope this flaming June (just got back from delivering Open Night posters, it rained, blew a gale and was cold) improves before 5th July and the Open Night.

June 7th, just been for my 1st proper ride on the GS, it's like sitting in your favourite chair, it just fits you. I rode Clive Bricks 1150 years ago and I was very impressed then. This did not disappoint, torque by the shed full, blip the throttle at a standstill and the little wriggle is still there, rush the gearbox and it's a bit notchy, go steady and it's smooth. Lots of suspension which even makes some of the Herefordshire roads seem smooth. I'm looking forward to going over some of my favourite Welsh roads on the GS. This is my 8th BMW starting with a 1973/5 600, and now the bike of my dreams. It's like coming home after a long time away.

Despite a miserable evening Club Night was well supported with a good number of bikes out and we picked up a couple of new members.

June 8th, 5 of us took part in the mid-week run on a nice sunny evening, ending up at The Sun at Lentwardine for a jar and a natter. A good walk earlier in the day and an enjoyable evening ride, what better way to spend a day than with likeminded people.

June 11th, off on a VMCC Worcester section Llyn Brienne run. 10 of us set off in dry weather. Peter Howles assured us as he had his onesie on, wrong, from Beulah to the Towy Bridge in Rhandirmwyn and back to Beulah it rained and blew a gale. You think we were mad, there was a cycle race going up the Devils Staircase!! A very enjoyable day out, despite the weather, good pub and company.

June 15th, after a very good walk led by our Len which included a collectors paradise, cars, vans and tractors all in someones garden along with some interesting looking sheds, goodness knows what was hidden within, it was off to the Moon at Mordiford for the Hereford Section of the VMCC show. A good gathering

of bikes from pre 1930 to 2017 and a large gaggle of Club members. Even farmer Mark found his way there. A very enjoyable evening with some tasty hot dogs and very good company. This is what makes motorcycling so good.

Ride safe,
Bigfoot

Run report: Dan Yr Ogor

It's great to have someone new put on a run as you go to places you haven't been before and use unfamiliar routes, at least in part. So it was for Mike James' run to the National Caves Centre, although some had been there before years ago we didn't care, a run is a run.

Eleven bikes, three two-up, set off for the first stop at the Honey Café, Bronylls. Now my preferred route is through Hay rather than Clyro as I just love the B4352, but Mike had done his homework as the Hay Festival was in full swing, ah the value of preparation. There would be further examples of Mike's thoughtful planning throughout the day and it became obvious he'd put in a lot of work to ensure its smooth running.

The police presence on the A40 near Trecastle could probably have been expected given that it was a Bank Holiday weekend, with more on the A4069 near the Owls Nest and again at Winforton on the way home. Scot reckoned that, as they were concealed, it was revenue generation rather than speeding prevention; he did not approve.

Our second stop (Mike was pacing the run so we didn't arrive at the caves during the busy lunchtime period) was at West End Café in Llandovery. Busy as usual but service is incredibly rapid there and the girls always cheerful and helpful. I was accosted in the car park by a couple of elderly bikers; the first with his wife were on a Honda 250 and he was asking me about the Herald as it was the first time he'd seen one in the metal. The other was a cyclist who now appeared to be getting his bike fix vicariously as he popped down most weekends to experience the sights and sounds of those passing through. All this meant that I missed my cup of tea!

The run over the mountain to Brynamman was glorious, the bit from there to Ystradgynlais less so. I find those old mining villages so miserable and depressing especially if it's raining. But today we had the sun and we were soon through and shortly arrived at the lunch stop. Mike suggested we park lower down the site as the hard standing was better there; sod's law, of course, meant that things had changed since his recce and there wasn't much in it. The top parking area had some nasty slopes to catch you out though.

£15 seems a bit steep to look into some dark holes in the ground so I wandered around the parkland making sure I kept further than spitting distance from the alpaca on the farm. I was intrigued to see the sign suggesting you didn't stroke the animals yet told you to wash your hands afterwards!

The group split after lunch as many wanted to get home a bit earlier although some did meet up again at The Honey Café on the way home. Kenny gave me two pieces of advice and guidance: the first that bara brith does not require butter (if made correctly) and secondly that I could have had better positioning during an overtake as I had not only compromised my safety bubble but also limited my vision ahead. He was correct on all counts and when I thought about it afterwards I realised I had not **wanted** to hear that my riding was less than optimum and could justify to myself why I did what I did, but **needed** to take notice as that is the way to improve my skills.

Another great day out, thanks to Mike; let's have some more, thank you.
Steve Hackett

The Lakes Tour - May Bank Holiday 2017



Back in autumn 2016, the “Boldly Go” motorcycle group (well three of us) decided that this year we would tour the wild hills surrounding the Lake District. We decided to use Kendal as our base as it is set on the fringe of the Lake District and is a thriving market town.

The other reason was Martin’s contact for B&B. He has used this B&B many times and the owners are something else. Both are 69 years of age and semi-retired. Their idea of semi-retirement is what I would call “selective guests”. The sign outside always reads “No vacancies” and yet there are eleven bedrooms!! The bottom line is “if they know you, you are in, if not then you’re out”. The system works very well because for the whole bank holiday we were the only accepted guests. Suffice to say we lived like kings. That’s not to say we did not have to pay the going rate but the food was excellent, beer on tap, roaring log fire every night and great social company. The B&B is right next to the River Kent and our host gave us the use of his garage to keep the bikes safe overnight.

After a pleasant trip , stopping over in Doncaster, day 2 saw us kitting up and heading to Crick. From Crick we caught the ferry across Windermere to Ashlanding. We continued to travel west to Hawkshead and Coniston Water by “C” roads through lovely lanes, villages and wooded areas, then headed north to Ambleside riding through Wrynose and Kirstone pass. This led us to our destination of Aira Force (Waterfall). A pleasant two mile walk, in blistering sunshine, leads you to the head of the water trickle. Yes, trickle, because with little rain there was not that much to see. We were told to look out for red squirrels. They may have spotted us but we did not spot them!! Moving on we joined the A66 to Castlerigg Stone Circle. What a surprise when we got there? We saw a stone circle. Joking apart it was a great ride out from which we travelled back to Kendal for dinner and sampling of real ale.



Day 3 saw us heading out after a belting breakfast to the south east. We headed for Devils Bridge which is a biker’s haunt. Why you may ask? I have no idea, there is nothing there other than an old porta cabin café. The bridge however is something else. It is regarded as one of the finest medieval bridges still in existence in the north of England. It was a key crossing point to the North spanning the river Lune and was built in the 14th/15th century.

From Devils Bridge we headed to Morecambe to see the famous statue of “Eric”.

We then headed for Kirby Lonsdale, stopping for coffee before returning to Lake Windermere again to cross the opposite way. We arrive to find the ferry has broken down so we take the long route around the lake to Tarn Hows. This is a National Trust site bestowed by Beatrice Potter in 1930. Originally three Tarns (Lakes) they were linked together following the “Enclosure Act” of 1862. (I am sure you are all familiar with this Act) by James Marshall of Monk Coniston. It is considered one of the most beautiful spots in the Lakes. Mind you they would say that, wouldn’t they?





We follow the Eskdale valley to Hardnott. Perched in the highest, most desolate place imaginable, the Roman forces built a Fort. Not just a little old Fort, but a garrison of 500 soldiers with hot baths for the Officers, the lot!! “Why?”, you ask, because they could I guess. Well worth a visit and free and not another soul was there.

From Hardnott we head back to Kendal for yet another “Hardnight” on the tiles.



Day 4 we head home going east through the Yorkshire dales. We decided on the A684 to Hawes. This little town is a biker’s haunt and we were not let down. It was rammed with bikes and the cafés were doing a roaring trade. The sun was shining and we took in the exhaust fumes as we sat outside the Penny Garth tearoom.



This route also follows the Wensleydale railway which some of you will know boasts a massive viaduct. An impressive piece of construction that’s well worth a photograph or two with the bikes in the foreground.

That done it was back to Doncaster for a sleep over at my mates before heading back to Worcester the following morning.

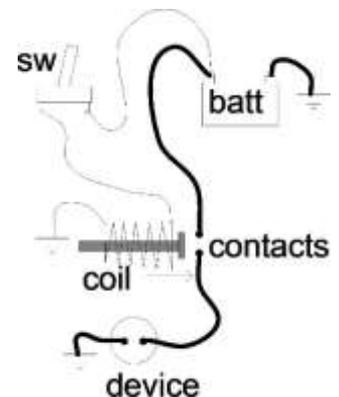
We covered some 800 miles in 4 days but that included lots of stops sightseeing, all in all a great trip and the bike did not catch fire!!

Safe Riding
Malcolm Copson

Relays – still holding the baton.

The relay has been around for a long time and doesn’t look to be replaced by solid state devices anytime soon because it’s so effective at what it does. The concept of the relay (and solenoid) is simple and versatile with types for just about any application. The basic concept is to provide a large output from a small input; solenoids are concerned with providing a mechanical movement whereas relays go one step further and switch electrical loads.

The basic design is an electrical coil which becomes magnetised when switched on, this moves a metal plunger to operate a device, eg an inertia style starter motor or, in the case of the relay, a heavy duty switch. The great advantage of this system is that a small switch on the handlebars can be used to start the bike or to power high wattage circuits etc. Another advantage is that the heavier, high-power cables can be made shorter by fitting the battery closer to the starter, say, with only small capacity cables running the greater distance to the switch – the original remote control.

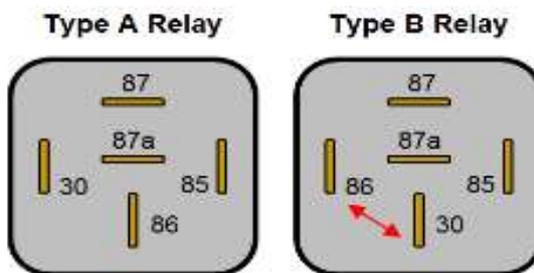


Relays can be essential to enable a circuit to turn off automatically with the ignition key, eg after-market heated grips. Without this feature it will only be a matter of time before you forget to turn them off and flatten the battery.

There are four-pin and five-pin automotive relays available:

Four-pin styles are just on/off (pin 87a is missing on four-pin relays).

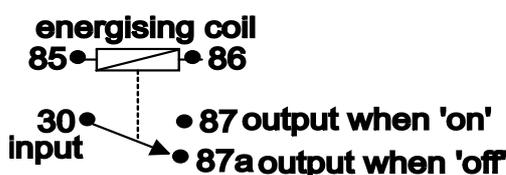
Five-pin styles are known as changeover relays as they can switch between two different circuits. There are two types (A & B) and either type will work just fine although the wiring is slightly different.



Types A & B have pins 30 and 86 swapped

A five-pin relay can be used in place of a four-pin one.

pin	connection
85	coil (earth)
86	coil (switch)
87	NO normally open (output)
87a	NC normally closed
30	common (input)



Pins 85 & 86 may be wired either way round

The move toward lower power LED lights is making inroads into relay applications but heavier loads such as heating clothing and grips will ensure they will be around for some time yet.

Steve Hackett

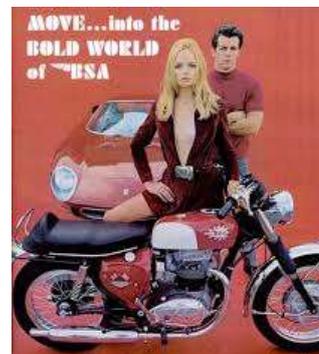
NEWS BITS

June Club Night raffle Thank you to the following club members for the raffle prizes, Steve Keith, Phill Ball, John Peters, Barry Ruck, Linda & John Wilshaw & Bob Dean. We raised £41.00. - Bob Dean.

The Club welcomes **new members** Cliff Griffiths from Hereford, David and Jackie Beeks from Clehonger

Roddy Hankins via Barry Ruck asked to alert members to the **Vintage Tea Party, Pengethley Hotel, Sunday 30th July, 2-5pm, in aid of Haven Breast Cancer**. They would like (amongst other things) classic bikes on show and wished to appeal to club members to go along and show off their pride and joys. Contact Barry on 07909654027 or Roddy on 07855502043

FOR SALE



Honda Deauville (pictured above) 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 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://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 Details – 13th July

Title: 2nd Thursday Evening Run

Start: 6pm from Queenswood

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

Run Details – 16th July

Title: HP Source Run

Start: 09:00 Holmer Rd Service Station

Tea: 10:15 Tintern **Lunch:** 12:30 Jolly Nice or sandwiches

Finish: 15:00 Trioscape (or Staunton)

Distance: approx 120 miles

Likely route: Hereford > Skenfrith > Monmouth > Trelleck > Tintern > Chepstow > Wotton-under-Edge > Tetbury > Kemble > Birdlip > Highleadon

Leader: Steve Hackett 01432 272244 or 07731509995 on day

MID-WEEK MEET – 19th July

Venue: Yew Tree Inn, Peterstow, Ross-on-Wye HR9 6JZ

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

Run Details – 23rd July

Title: Clevedon Pier Run

Addr: The Beach, Clevedon BS21 7QU

Start: 9am Holmer Road Service Station, Hereford

Distance: 165 miles

Tea: TBA

Lunch: Pier cafe or find your own

Interest: Only UK Grade 1 pier open to public

Organiser: Dave Therin

Run Details – 30th July - This will be a brisk run and not suitable for slow riders

Title: Conway run.

Start: 10am Ravens Yard, Welshpool, Junction of A458 and A490

Route: A,B,and C roads to Conway.

Meal/Drink Stops: Stops will be scheduled en route.

Organizer: Dave Browning. Contact 07527 803509

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)

	JULY		AUGUST
Wed 5 th	Open night & Hog Roast	Wed 2nd	Club night
Sun 9 th	<i>Radway Bridge Show</i>	Wed 9th	Committee meeting
Wed 12 th	Committee Meeting	Thurs 10th	Evening Run
Thurs 13th	Evening Run	Fri 11th	LCMCC v Malvern skittles night

Sat 15 th	Ross Auto Jumble	Wed 16 th	Mid-Week Meet Steel Horse Café NP7 9AY
Sun 16 th	HP Source Run- Steve Hackett	Sun 20 th	Golan Heights Run
Mon 17 th	Relay Riders for Soldiers off the street		
Wed 19 th	Mid-Week meet, Yew Tree, Peterstow		
Sun 23 rd	Clevedon Pier Run- Dave Therin		
Sat 29 th	Pembridge Village Show		
29 th /30 th	Aberdare Park		
Sun 30 th	Conway Run		
SEPTEMBER		OCTOBER	
Sun 3 rd	Ride with Angels	Sun 1 st	Memorial Run
Wed 6 th	Club Night- Free Food Night	Wed 4 th	Club Night
Sat 9 th	Ross Auto Jumble	Sat 7 th	Ride to the Wall
Sun 10 th	The Three Wheel Classic Run	Sun 8 th	Hogging the Bridge
Wed 13 th	Committee Meeting	Wed 11 th	AGM & Committee Meeting
Thurs 14 th	Evening Run	Wed 18 th	Mid-Week Meet Lakeside, Llandrindod Wells LD1 5HU
Wed 20 th	Mid-Week Meet The Maltings Café, Clun SY7 8JB	Sun 22 nd	Indian Summer Run
Sun 24 th	Len & Bob Day at the seaside run		
Sun 24 th	Forden Vintage & Classic Bike Show		
NOVEMBER		DECEMBER	
Wed 1 st	Club Night	Wed 6 th	Committee Meeting
Wed 8 th	Committee Meeting	Wed 13 th	Club Night – Awards Night – Free Food Night
Wed 15 th	Mid-Week Meet Nags Head, Peterchurch HR2 0SJ	Wed 20 th	Mid-Week Meet Rita's Tea Room, Eardisland HR6 9BD
		Tues 26 th	Boxing Day Meet
		Sun 31 st	Tail-end run

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