



THE BUSH NEWS



LEOMINSTER CLASSIC MOTOR CYCLE CLUB NEWSLETTER

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

September 2016

25 YEAR ANNIVERSARY RUN JULY 31st - photos by Ken Griffiths



What a superb turnout, so much so that we had to break into two groups at the start. Bob the Bike led the second group choosing to go a different way so that we didn't trip over one another. It worked amazingly well, both groups arriving within minutes of each other at the stops. 38 bikes pulled into Shobdon to be met by Ron, Chris, Bigfoot, our video camera people, (Will & Karen and Jack England) plus many more members.

Shobdon was the last assembly point after touring the Rhayadar Dams, stopping for breaks at Crossgates and the Elan Valley Visitor Centre before finishing at The Bush Inn.



Unfortunately we lost 2 bikes with broken chains, one in the morning and one in the afternoon, when was the last time that happened?



Thanks to everyone that came on the run to The Bush Inn where we sat, told tales, tucked in to a superb buffet and the 25 Year Anniversary Birthday Cake made by our very own Lynda Wilshaw.

Terry Bass

BIGFOOTS RAMBLINGS



First, the good news: I am standing down as Chairman at the AGM. I don't really enjoy being up front; I am much happier working in the background and, as most of you know, I am not up on modern communications, computers etc, etc, so I am making way for someone who is. I am happy to stay on as a committee member, but that's up to you. I would like to say 'thank you all' for putting up with me for the last 18-months, and to Sue Moore, you've done a great job on the Bush News – I know it's not an easy job. I am not disappearing; there will still be some Bigfoot runs to come. We have had 25 good years, let's hope for many more. I wish the new chair all the best, we have a great club.

The 25th Anniversary Sunday went very well with a huge turnout for the run and at The Bush for the eats. The Bush did us proud; the food was up to their very high standards so thank you Nick, Sarah and staff. Thanks also to Lynda (Classic Cake) Wilshaw for a massive cake, beautifully decorated with the club logo, it really was very scrummy and thanks to everybody who put in so much work to make the day so successful. The last thank you goes to all the members for your support.

Over the years as a club we must have travelled hundreds of thousands of miles and I cannot ever recall anybody having a rear chain break but on this run we had two let go. The first was Dave Isles' on the Honda and the second was Trevor & Pam Dallows' BSA; both were successfully recovered. The up-side is that it helps the sale of drive chain!

Once we had devoured the mountain of food the presentation of a Welsh Royal Crystal engraved decanter and four glasses plus a bottle of Penderyn's finest single-malt whisky was made to Ron and Chris Moore for all they have done for the club over 25 years. Chris was Membership Secretary for approximately 19 years and the rest of the time a committee member. Ron was Membership Secretary (more than once), Secretary, Chairman, and El Presidente. They both put the Newsletter together in the early years (I have spent a few hours licking, sticking and stuffing in their garden) then Ron would deliver the local ones on the bike. I know you are off to France for a month so enjoy it and thank you both for all you have done for us over the last 25 years.



Ride safe
(Bigfoot).

COMMITTEE UPDATE



Time marches on and it's time for forward planning. Firstly, the AGM will be on us in October and elsewhere you will have read that Bigfoot will stand down as Chairman at the next AGM; so, with Merkel, May, Sturgeon and Clinton in ascendance is this the time for a woman? Secondly, we are looking for likely recipients of the various club awards to be handed out in December. There are four up for grabs: The Keith Morris Award (club person of the year), the Piston Award (wettest run), Ladies Award (daftest or unfortunate event) and the Cyril Hunt Award (rider of the year). Get those nominations in to any committee member by any method.

With the deposit account at £2593 and business account at £3021 (which includes £900 earmarked for charity so far) the club remains buoyant. An overriding tenet of the club is to stay solvent and to manage its affairs prudently retaining sufficient funds to be able to operate for at least one year. Amassing a treasure chest for a rainy day would not be the best use of club funds so it's time to return some benefits to members with the October club night being a 'free food night' – a simple, straight forward offering of curry, shepherds pie, trifle etc.

Activities have taken a boost with additional runs for 21st Aug, 25th Sept (including a visit to the Air Ambulance at Strensham), 16th Oct and 30th Oct. Once a month next summer it is hoped to have four, mid-week evening 'meet & eat' events at local hostelrys – watch this space, as they say. Sadly, some things are not as popular as riding or eating with the use of the classified ads section of the website being one of them. For whatever reason, members make little use of this facility, and it hardly justifies its existence and is a bit like having a scruffy bike on a posh dealer's forecourt – a bit of a turn-off. So, a watching brief on this; happy to keep it but, if the rot sets in, it may just go to the scrap yard in the sky.

Vice grip

MOORE MUTTERINGS:



A better title this month may be Moore Moans, Sues Soapbox or even The Witches' Bitches.

The individual who invented small digital cameras should be very slowly and painfully exterminated. A tad harsh maybe as you can't really blame the person who invented something for the uses it's put to.

Take the coverage of the Southern 100. The programme started with the usual irritating but expected pseudo rock and progressed to a "tour" round the circuit. Dean Harrison standing at a strategic point gives a brief description of line etc. It then cut to Dean on his bike. Is it an "on board" shot to show the riders eye view of an exciting and challenging road circuit? Is it heck – it's a really exciting view of Deans eyes looking down the road!! We then saw Dean at another strategic point describing the line followed by.....yes, those eyes again!!

The sidecar race, looked like it was going to be better until.....the ballast (opps, term previously used in an affectionate, teasing fashion no longer PC) passenger shot. I'm the first to agree that it's interesting to see just how hard the passenger has to work for the rider to get the optimum from the outfit and the track but please, just once. With limited coverage I'd much rather see the on track action.

I suppose we should be grateful we didn't get the "bum" shots that are so prevalent in the TT coverage. Like a lot of ladies, I like to see a nice tight bum encased in leather, but time and place please!!

As far as I'm concerned the rot started with the curb cams and has now got to the point where more time is spent on useless "clever" shots than those showing the action. Just because the camera man can doesn't always mean he should.

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

RON & CHRIS'S COMMENTS



Trevor Dickenson-Sunday 21st August we will, as always be at the Kington Show. This year though we won't be greeted by Trevor and his wife Jill. Sadly, Trevor died recently from Asbestosis. He will be much missed. They both did so much work organising the motorcycle part of the show. We have sent a sympathy card on behalf of the LCMCC.

Pembridge Show- 22 motorcycles and 33 members kept us company at our village show. We gather photos appeared in the Hereford Times so a good advertisement for the club. Thank you all for making the effort, hope you enjoyed it as much as we did.

25th LCMCC Anniversary- The following day Terry and Bob took even more of you on a Sunday run out and we all arrived back at The Bush Inn for a celebration tea party, paid for from Club funds. Nick and Sarah looked after us very well, the food was splendid. Young Lynda W. baked a stupendous cake with the Club logo iced on top. This fed about 60 of us on the day and those at the Club night a few days later, we don't know how she does it. To cap it all Mike Bigfoot called us out, "what have we done now?" we asked, but the surprise was you presented us with a bottle of Pendryn Whiskey, a beautiful cut glass decanter engraved with the Club logo and 4 cut glass tumblers. We were told it was for "years of dedication", we've just had "years of enjoyment." The Club will surely grow and prosper for many more years in strong new hands. Thank you all, much appreciated.

Ron & Chris

LAKES & CAKES RUN

Nearly didn't make the start on time. Everyone must have been getting a bit anxious (about missing the run – not my welfare!). Anyway, those assembled accepted my tale of woe about a houseful of females and one bathroom as I arrived just in the nick of time. Nine bikes set off on what proved to be a brisk run to Crossgates where we developed that supreme skill of riding between the showers and arriving damp but not dampened. Unlike those who had made their own way there on the A44 and found that you get wet when you ride through clouds!

The sky looked threatening and the roads exhibited the effects of recent rainfall but it was warm enough and we made good time to Llanidloes where we had a fag and pee (different hands). We were in economy mode as one 20p entrance fee served just about the entire group – obviously keeping that old 'spend a penny' adage honest. Just as we were getting ready to set off an irate blue badge holder chastised us for taking up the disabled spaces – some people just won't be cheered up by a smile and friendly wave.

Drying roads allowed a swift run to Llanbryn-mair bang on time for elevenses. Good job we weren't scheduled for a lunchtime stop there as a long table was set up ready for a kids' party – I'm obviously getting intolerant, better work on that! On previous visits to Machinations (within the café) I had been fascinated by all the automata on display, this time I hardly gave them a look – I'm obviously getting harder to please, better work on that too!

Off up the lane through Pandy to join the A458 on rather a nasty junction. Traffic picked up now, especially when having to wait for a long procession of vehicles to turn off at Dinas Mawddwy. Had the misfortune to be following an e-type Jag with a stinky exhaust (filthy rich?), in fact there were lots of Jags out enjoying the (promised) sunshine. They kindly moved over once we left the vegetation and hit the hillsides and we were free. It's fair to say we maximised the opportunities presented to us at this time. We had exhilaration, frustration, fear and fun, probably in equal measure as we had wayward sheep, oncoming



traffic, gravel, grass and shit in random order, frequency and severity. The sun came out proper as we sped along the lakeside.

Some had sandwiches, some ate at one or other of the restaurants there and we had almost an hour thanks to our having made such good progress. In fact, it was here that I realised I was quite enjoying myself. Normally, there is a bit of anxiety with leading a run; what with keeping to time, keeping to route and keeping everyone happy. But for once it was all coming together nicely. Then I realised what it was. Everyone was enjoying the ride, perhaps for different reasons, but with the entire group rising to the various challenges of riding swiftly, precisely and under some quite demanding conditions, there was a great sense of achievement and comradeship without competitiveness that was so refreshing.

Away and over Bont Ganol, the bailey bridge at Parc Llwydiarth, to find yet more narrow lanes with Mohican tufts (a short-cut to Dolanog, honest). I did feel a bit sorry for John on the Grinnall at this point but he was clearly enjoying it; so much so I think it should be renamed Allgrin!



Into Welshpool for coffee. The scheduled stop was for *Coco* but the cheapskates (you know who you are) nipped over the road to *Greggs*. Actually, the stop really highlighted the problems of stopping in a town as parking is often difficult as is accommodating big groups. The fuel stop took a little longer than expected as there were few pumps in action but we were soon able to do a lap of honour of the town and be on our way.

We warmed up the tyres via Abermule ready to tackle the climb up to Block Wood where we stopped briefly to swap tales about how we had all been caught out on one bend or another. Credit is due to those riding two-up because that section was 'interesting' as they say. Bob had seen Lynda and John pass us earlier on their way to meet us so the stop allowed them to join us for the remainder of the run. The downhill run to Clun was no less interesting and the smiles kept coming. As the ground levels out, the roads straighten, a bit, and while still enjoyable, there is a sense that the ride is coming to an end and it was a happy group of riders and pillions that swept into the *Watering Hole* for yet more well-deserved refreshment.

I can honestly say, hopefully without sounding too self-congratulatory, that this ride was the best one I've ever been on. It delivered on every level for me: varied and challenging roads, great company and the sense of togetherness that came from a group riding briskly, competently and safely. I even shaved a bit more off the chicken strips. Thank you all for coming.

Steve Hackett

IT NEVER RAINS BUT IT POURS!

2016 has been a busy year for me so far and other than supporting the Hereford show on the old Triumph, I have been on few runs as they have clashed with other pre planned events.

One of these events was a trip to Forres, Moray (near Inverness) to see an old friend we had not seen for 35years. We decided to go on the BMW RT1200. This 2005 plated bike had 8K on the clock when I bought it in 2008 and 44k on it now.

From a performance perspective the bike has only let me down once when the alternator bearings shattered, on route to Nottingham for a MOT would you believe? After toing and froing for a few months we (BMW UK and I) agreed a fifty/fifty split in cost albeit after only 15K I did not consider it acceptable but, they always use the "out of guarantee" angle.

We decided to make the 430-mile trip in two days, at a leisurely pace and take in some sights on the way up. As we all do, I thoroughly checked the bike before departure and binned my old Garmin Zumo 550 for a Tom Tom Rider 410. Now that was a good move. It is absolutely great, easy to use and update.

We set off on Sunday 3rd July at 9am and decided to stop and visit the Angel of the North on the way up. After a nice run with little rain we found ourselves at Dunbar. I Googled Hotels Nightly App but found their site had crashed so asked a local where he recommended. We ended up at a Scottish equivalent of Travelodge. That night it hammered down but we were in the dry and next day the sun was shining as we continued our journey.



We stopped a few times for visits and food, arriving at our friend's house at 4pm. There is some lovely back road biking to be had in this region and at times we never saw another vehicle for over an hour.

That night we stayed in as the heavens opened and drank wine. The bike was parked on the front gravel drive, right in the middle as luck had it, facing North. As we were "out in the sticks", I put the steering lock on but no disc lock as there was no other dwellings about and my host assured me there was no risk.

By now you are all thinking the bike is going to get pinched? Now comes the twist in the tale.

Tuesday morning, we rise, shower, have a leisurely breakfast and view the weather coming in from the North Sea. The day was going to be a wet one with sunny periods. We don our biking gear including wets and stroll to the bike with my mate Dave in tow to see us off.

As always, I turn off the steering lock and turn on the ignition to fire the bike up. THEN IT ALL KICKS OFF!

I hear a fizzing noise and look down to see smoke coming from under the seat. As I rip the seats off I see the cable running from the battery to the alternator burning and tracing towards the alternator that is situated on top of the engine under all the bodywork.

I shout to Dave for a 10mm spanner thinking to remove the cable from the battery. Too late, Dave gets a powder extinguisher and passes it to me; the powder falls harmlessly on the plastic bodywork and cannot reach the seat of the fire. In a final endeavour to get the fire out we get a hosepipe to try and drench the machine. No avail.



Carol shouts for me to get back as she thinks the full tank of fuel is about to explode. I run back away from the bike and take shelter inside the front porch of the house now worrying that any explosion could damage the house and in particular the windows being blown out. It is then that I realise that the polyurethane tank and fuel is feeding the fire. IN LESS THAN TWO MINUTES THE BIKE IS FULLY ABLAZE.

We call the fire service who attend within ten minutes, just in time to deaden the embers of what remained of my 2005 R1200RT with 44k on the clock. The only explosion was the back tyre bursting. Surprisingly the front tyre survived due to the wind direction.

We just stared in shock at what had happened so suddenly. In the dying embers all plastic and aluminium parts had disintegrated. Contaminated waste was the big issue now.

It took four hours of phoning to get arrangements sorted for the collection of the bike and transport home. We hired a car for three days to save spoiling the holiday any more. As we drove off the following day we waved goodbye to our friends leaving a pile of junk in the front drive. It took four days for the recovery company to reclaim the bike and another week for the insurance company to agree it was a write off.



On the upside, I had arranged a trip with some mates to France, Belgium and Holland (article to come) and had to get another bike quickly. I have bought a 2011 R1200RT MU. Not deterred on the bike at all. In my opinion still the best sports tourer on the market.

Malcolm Copson

NEWS BITS

The Club welcomes **new members** Kim Lewis from New Radnor , David Skipworth from Whitecross and returning member Malcolm Williams taking the membership up to 166.

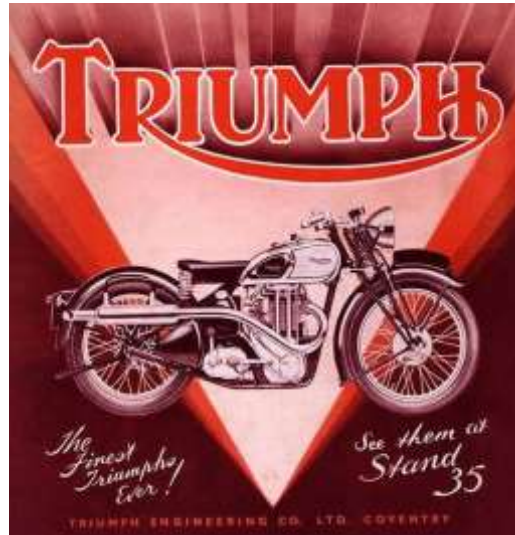
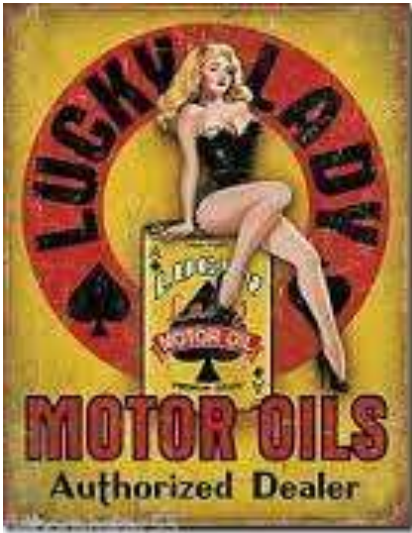
August Club Night raffle prizes donated by: John Peters, Colin Lancaster, Phil Ball, Will Morgan, Steve Keith, Ron & Chris Moore, Alan Kiley, Bob Dean, John & Lynda Wilshaw. Raffle seller Bob (the bike) Dean. £50 Raised for Club funds.

Shelsley Walsh Bike Fest Sunday 4th September. Following on from the highly successful Shelsley Walsh Festival of Bikes last year we have been invited again to have a club stand. This has been booked and the 10 tickets we were allocated have been sold to those who expressed interest at Prescott in April. Shelsley is the oldest racetrack in the world still in regular use. It's just 10 miles from Bromyard so right on the clubs doorstep so to speak. For those who are displaying on the stand I will be leaving the Texaco Garage Holmer Road Hereford at 7.45am. Anyone else wishing to go is welcome to tag along, tickets are available online @£12.00 or £15.00 on the gate on the day. It's possible I might be able to obtain a few more for the clubstand, please let me know if interested ASAP 07968 648237

Skittles Night On a lovely Friday Evening 14 LCMCC members made their way to Malvern Motorcycle Clubs superb venue to play skittles. Once again we were beaten, well & truly this time but a good time was had by all. Members from both clubs bought food to help out with the catering and after lots of chatting & banter and a promise to do it all again next year we said our farewells. LCMCC Team: John & Barbara Baber, Steve Hackett (who incidentally makes nice cakes!) Terry & Frances Bass, John & Sue Peters, Phil Ball, Dave Therin (LCMCC & Malvern Club Member), Terry Cissell (LCMCC & Malvern Club Member), Olwyn Cissell (LCMCC & Malvern Club member), Barry Ruck, Derek & Rina Cotterell (who broke away from their caravan & motorhome holiday at the Three Counties Showground for the evening and 2 Malvern club members we borrowed to make up our team.

Thank you all - Terry Bass & Terry Cissell Organisers

FOR SALE



2 very nice First Gear heavy grain leather 'Scout' motorcycling jackets purchased in the USA. Anyone interested can contact me by email, pottshardy22@hotmail.com
NGK BPMR7a Spark Plugs £3.49 each or £6 for 2 Terry Bass 01432 355683
NGK B2LM Spark Plugs £2.99 Each or £5 for 2 Terry Bass 01432 355683
5 Litre Non Fling Chainsaw Chain oil also suitable for M/C chains £15 Terry Bass 01432 355683
1 LTR 2 stroke oil £3 Terry Bass 01432 355683
Further details of most items can be found on the Club website in "members' ads" <http://lcmcc.uk/lcmcc-members-ads/>

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

Richard Logan: welding services 01886 888419.

Terry Bass: Chainsaw chain, ultrasonic cleaning for motorcycle carburettors, stockist of Peek Metal Polish, genuine parts available to order for Hinckley Triumph & Honda (1990 to date, including bikes, mowers, generators etc). Up to 10% discount on genuine parts and massive savings on pattern parts (normally in stock for lawnmowers generators etc.). Phone: 07968 648237 or see www.terrybass.co.uk

Bill Wilson: operates his own transport business.07791 751954 (anytime).

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

Dave Robinson (Kington Farm Supplies): 10% discount to club members for Morris Oils including Classic single grade SAEs or Classic Film multi-grades, semi & full synthetic oils and good quality tools including AF & some Whitworth. 01544 230661 and ask for Dave.

RECOMMENDED BY MEMBERS:

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

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 & Lynda Wilshaw at club nights

Disclaimer: The Leominster Classic Motorcycle Club and committee cannot accept liability or be held responsible for any loss, accident, injury, death or loss of claims due to tips or suggestions given in this newsletter. The articles in this newsletter do not necessarily reflect the views of the editor or club committee.

Note: Any information that Leominster Classic Motorcycle Club holds remains confidential. Your personal data is stored on digital media in accordance with the provisions and requirements of the Data Protection Act of 1988 and will only be used to contact you on club matters.

RUN SHEET

Title: Shelsley Walsh Bikefest
Date: Sunday 4th September
Start: Texaco Garage Holmer Road Hereford at 7.45am
Route: *See news bits for further details*
Meal/Drink Stops:
Organizer: Terry Bass contact number is 07968 648237

RUN SHEET

Title: Bigfoots Classic Drovers Run
Date: Sunday 11th September
Start: 9:30 am BP fuel station Leominster **Finish:** Co-op fuel station Bulth Wells 4.30ish
Route: Approx. 120 miles Suitable for any bike/rider who does not mind C class roads hills of 1in5. This run is following some old drovers roads in West Herefordshire and through mid-Wales
Meal/Drink Stops: Coffee/pickup Church Barn Farm Shop.(nr The Boat Inn Whitney on Wye)
Lunch- Elan Valley Visitor Centre or bring a picnic Fuel- 45, 57, 112, 120 miles
Organizer: Bigfoot 01432 277720/ on the day 07967350254

RUN SHEET

Title: Just a ride cos we can, not suitable for slow bikes.
Date: Sunday 18th September
Start: 9:30 am Texaco Garage, Holmer Road , Hereford **Finish:** The Potting Shed, 3-30pm, (plenty of Cake)available
Route: A, B, and C roads, approx 130 miles. A, ride on some roads we don't very often use.
Meal/Drink Stops: Morning Coffee & scones stop, Monmouth 10-30am. Lunch: Find your own Tintern or Picnic 12-30pm. Petrol: Newnham-on-severn.
Organizer: George Vaughan contact No. 01989 762429

MID-WEEK MEET

Date: Wednesday 21st September
Venue: Ragleth Inn, Ludlow Rd, Little Stretton, SY6 6RB
Meet from 12.00 noon for lunch or just a drink and a natter

RUN SHEET

Title: Midlands Air Ambulance visit and run
Date: Sunday 25th September
Start: 10:00 Queenswood **Finish:** Queenswood around 1:30pm but dependent on numbers.
Route: A steady run on good roads (no motorway) suitable for all bikes to visit the Air Ambulance base at Strensham. (Please note that visitor numbers may be restricted or arranged into small groups; we will need to be flexible on the day. Also, the helicopter may be out on a call so there is no guarantee you will get to see inside it although there will be support staff at the base).
Optional run: Following the visit either make your own way home or join us on a further short run.
Distance: about 35 miles each way; no fuel stop planned.
Likely route out: Queenswood > Bosbury > Upton > Strensham
Likely route in: Strensham > Tewkesbury > Eastnor > Queenswood
Organizer: John Wilshaw/Steve Hackett 01432 272244 on day 07731509995

CALENDAR OF EVENTS 2016

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

	SEPTEMBER		OCTOBER
Sun 4th	Shelsley Walsh Bikefest	Sun 2nd	Memorial Run
Wed 7th	Club night	<i>Sun 2nd</i>	<i>Mid-Wales Classic Bike Show. Pant-y-dwr, Nr Llanidloes</i>
Sun 11th	Bigfoots Classic Drivers Run	Wed 5 th	Club Night - Free Food Night
Wed 14th	Committee Meeting	Wed 12 th	Committee Meeting
<i>16th – 18th</i>	<i>Stoke Prior Steam Rally B60 4LF</i>	Sun 16th	Den's Burn Up
Sun 18 th	George Vaughan's Cos we can Run	Wed 19th	Mid-week Meet, The Bridge Inn, Kentchurch, HR2 0BY.
Wed 21 st	Mid-Week Meet, Ragleth Inn, Ludlow Rd, Little Stretton, SY6 6RB	Sun 30th	Winter Meet, The Kilpeck Inn, Kilpeck HR2 9DN
Sun 25th	Midlands Air Ambulance visit and run	Sun 30th	Turn Back Time Run – to the winter meet
<i>Sun 25th</i>	<i>Forden Classic Bike Show</i>		
	NOVEMBER		DECEMBER
Wed 2 nd	<i>Club Night</i>	Wed 7 th	Committee Meeting
Wed 9 th	Committee Meeting	Wed 14 th	Club night- Christmas Meet
Wed 16 th	Mid –Week Meet	Wed 21 st	Mid-Week Meet
Sun 27th	Winter Meet, New Inn, Pembridge HR6 9DZ		

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