



THE BUSH NEWS



LEOMINSTER CLASSIC MOTOR CYCLE CLUB NEWSLETTER

Website: www.lcmcc.uk Email: admin@lcmcc.uk / editor@lcmcc.uk

March 2020

NIFTY FIFTY AND MID-WEEK MEET

The plan to do a Sunday run to the Steelhorse Café was completely scuppered by storm Dennis. Not only was the café flooded but I found I couldn't get into the petrol station by the usual entrance and had to push the bike backwards to the pumps. I had naively thought that the main roads would be clear and that, while standing water might be a problem, the run could go ahead. Well, no-one turned up at the start and Dave Therin phoned to say he was defeated by floodwater on every route he had tried. While waiting I discovered that all main roads to Hereford were closed so there was no alternative but to knock it on the head and go home.



The mid-week meet at The Farmer's Boy, Boxbush went ahead without problem. True there were only three bikes and two cars there but the six that turned out enjoyed a very pleasant lunchtime. The pub was a tad pricey but the staff were very friendly and attentive and food good with a nice atmosphere.

Definitely worth another visit.

CHAT FROM THE CHAIR

I've just had my V11, Vehicle tax reminder and the fee has increased again now £20 for twelve months on my 125cc scooter when I purchased it in 2017 it was £18. My wife pays £20 for twelve months on a 2012 1,000cc car, what is that all about.

News from the Motorcycle Action Group (MAG)

MAG confirms 2035 ban for petrol and diesel is not for motorcycles, thank goodness.

I managed to miss the last newsletter as some have pointed out. Nice to see a good turnout at the Bush on February club night.

Sabine has taken to producing the newsletter like a duck to water; it is not always easy if members don't submit any stories, many thanks.

Thank goodness the daylight hours are increasing, less rain and more sun would be welcome, I did have a nice ride out around the Elan Valley on the third of Feb on the Himalayan not many folks about, Bigfoot has taken delivery of his with a sidecar fitted looking forward to seeing it.

Membership is slowly increasing, ride safe people.

Steve P

BIGFOOT'S MUSINGS

On yet another wet, miserable Saturday I headed off to the Fforest Inn for another enjoyable couple of hours talking a load of nonsense and telling tales of our youth. January 15th saw eight of us meet at Savery's Café for the first mid-week meet of 2020. We had an enjoyable couple of hours chewing the fat and I even had a dry, sunny ride there and back on the BMW – 1st time out this year. The next day we walked from the Nag's Head, Canon Pyon on a 3¾ mile route and by heck it was wet underfoot, even on the hilly bits; still, an enjoyable morning even if it did rain on us but it was followed by an enjoyable meal at the pub.

Sunday Jan 19th, which incidentally is 5 months since I ordered my outfit, I was off to the Fox & Hounds, Lulsley for a Worcs VMCC lunchtime meet. With 18 of us around the table there were lots of stories being told – we must have re-built about a dozen bikes between us; a really good meeting in the middle of winter.

On a very dull and damp Thursday we walked from the Tram Inn, Eardisley. We followed the Herefordshire Way along a Green Lane before returning back through Woodseaves, which has some superb timber-framed houses, then past The Great Oak, which must be 800-1000 years old; a really magnificent tree, before returning to the Tram Inn, an interesting old pub.

The Winter Meet at the Cob House saw a turnout of 14 of us on yet another iffy day. A few turned out on bikes just to have the skies empty on the way home – still, a good meet in good company. It was back to the Cob House on Thursday when Uncle Len took us on a 4½ mile ramble around the locality. Leaving home in drizzle I thought, here we go again, but no, it stayed dry so a good morning was had but it was very wet underfoot – will it ever stop raining?

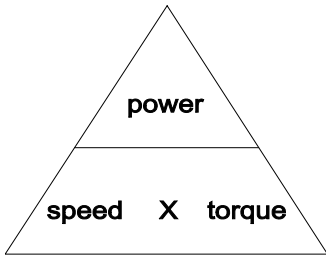
Good news! The Himalayan has landed. It arrived on Feb 6th so all I need now is some dry days to run it in. It looks good in white, or 'snow', as Enfield call it. After the excitement of the outfit arriving we walked from Pembridge; we had left Hereford in fog but by the time we got there we had clear blue skies and warm sunshine for our 4-mile ramble, so someone was smiling on us.

Feb 8th was my monthly visit to the Fforest Inn, this time on the new outfit. A bit blustery on the way out but it was a good meet so worth persevering with the windy conditions. On the way home with the wind in my back the bike just purred along and I've now clocked up over 100 miles. I hope you all survived the storm on the Sunday without too much damage.

Ride safe, Bigfoot.

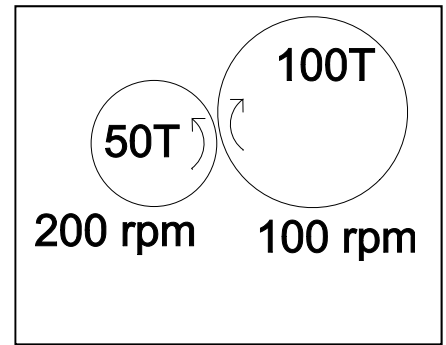
COMING TO TERMS WITH..... TRANSMISSIONS

A bike's transmission system consists of all the drive components between the engine and the road, i.e. the gearbox, final drive (chain and sprockets, belt or shaft) and wheel; all of which can have an effect on the gear ratio and so affect acceleration, speed and pull. You could argue that the clutch is part of the drive mechanism but as it simply engages and disengages the drive smoothly and doesn't change the ratio it's of no interest here.



A gearbox is simply a mechanical torque converter. It changes the torque by changing speed without affecting the power. So, the power at the output will be the same as at the input (other than some frictional losses), whereas the speed and torque will be inversely proportional. This means that if you halve the speed you will double the torque but the power stays the same.

Normally, we are interested in increasing the torque output by decreasing the speed so we have smaller gears driving larger ones. For example, a simple pair of gears (or sprockets or pulleys), where one is twice the size of the other, will have a gear ratio of 2:1 (the input gear will turn twice for one turn of the output gear). If they were driven the other way, i.e. the larger one being the input, would give a ratio of 1:2 or 0.5:1. Often we simplify the expression and just say a reduction ratio of 2, or 0.5 etc. Any ratio less than 1 is known as an overdrive which tells us the output is faster than the input.



So, speed reduction has the same effect as using a lever to gain mechanical advantage, which allows the engine to apply more effort or torque which translates directly to how much load you can pull or how quickly you can accelerate. Electric motors and steam engines are able to produce much more torque than petrol or diesel engines so need fewer gears to give a useable range but most bikes these days have five or six gears. First gear is just to get you away from the lights and top gear is usually high enough to give fuel economy with everything in between arranged to give a compromise between pull, acceleration and speed.

Here are the various gear ratios for the Honda CX/GL range.

Gear set	Reduction(teeth)	Comment
Primary drive	2.242 (74/33)	<i>Sometimes this may have two stages</i>
1 st gear	2.733 (41/15)	<i>Notice the teeth are never arranged to be multiples, e.g. 41/15 so that the same pair of teeth only mesh every 41 turns to even out wear. Choosing, say 45/15, would mean the same pair of teeth would meet every 3 turns</i>
2 nd gear	1.850 (37/20)	
3 rd gear	1.416 (34/24)	
4 th gear	1.148 (31/27)	
5 th gear	0.931 (27/29)	<i>Note this is an overdrive for fuel economy</i>
Final drive	3.091 (34/11)	<i>Shaft – other bikes use belts & pulleys or chain & sprockets</i>

To find the overall reduction ratio simply multiply together the primary, chosen gear and final reductions, e.g. 3rd gear would be: 2.242 x 1.416 x 3.091 = 9.813

This means the wheel will be rotating almost ten times more slowly than the engine. So how do we relate this to the forward speed? For this we need to look at wheel and tyre sizes to find the rolling circumference, i.e. the distance travelled per wheel revolution.

The Honda GL uses a 130/90-16 tyre on the rear wheel which means the profile has a width of 130mm with an aspect ratio of 90% on a 16-inch diameter (406mm) rim. First find the aspect height: $130 \times 0.9 = 117\text{mm}$, multiply by 2 = 234mm then add the wheel diameter (406) = 640mm which is the standing height of the wheel and tyre, now multiply by pi (3.142) to find the **rolling circumference = 2012 mm**

Once you have the overall gear ratio and the rolling circumference you can determine the forward speed for any point in the engine rpm range.

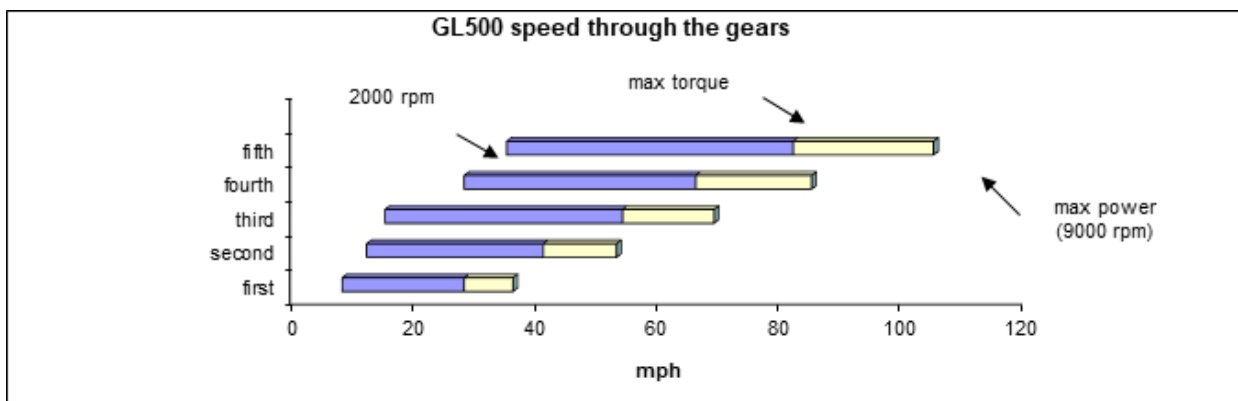
$$\text{Speed (km/h)} = \frac{\text{engine speed (rpm)} \times 60 \times \text{rolling circumference (mm)}}{\text{Overall gear ratio} \times 1,000,000}$$

So, the forward speed in 3rd gear on the Honda GL at 5,000 rpm would be

$$= \frac{5,000 \times 60 \times 2012}{9.813 \times 1,000,000} = 61.5 \text{ km/h (38.4 mph)}$$

*the 60 converts mins to hrs
the 1,000,000 changes mm to km*

Multiple calculations allow a complete speed and gear chart to be drawn. This shows how the manufacturer tries to get a good overlap of power and torque through the gears by designing ratios that complement each other.

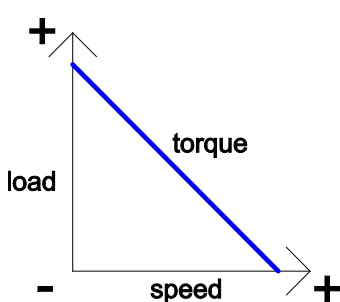


Notice how holding each gear for longer before changing up will give the fastest acceleration as, for this engine, max torque is at 7,000 rpm and max power at 9,000 rpm. Changing up near to max power puts the bike very near the point where max torque is developed allowing the strong acceleration to continue. By contrast, short-shifting (changing up early) means the engine rpm is lower and so are both torque and power. This is fine for relaxed day-to-day riding giving best economy but roll-on acceleration suffers and changing down is necessary for overtakes etc.; in extreme circumstances, too high a gear can mean the engine bogging down.

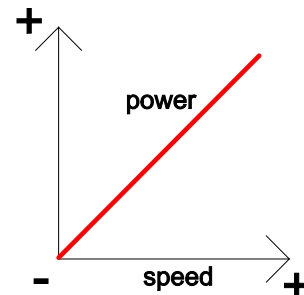
Many riders change the acceleration performance by manipulating the final gear ratio by fitting a different rear sprocket – more teeth give a greater speed reduction which increases the torque and improves acceleration but top speed (and economy) is obviously compromised.

For example, A VFR with sprockets of 16 and 43 teeth gives a reduction of $43/16 = 2.6875$. Changing to a 45 tooth rear would give a ratio of $45/16 = 2.8125$ or about a further 4.5% reduction. This doesn't necessarily mean that acceleration will improve by 4.5% and top speed be similarly reduced as there are other factors at play but the general rule holds firm: acceleration will improve. Conversely, fitting a smaller rear sprocket will not necessarily give a higher top speed as the power required to push the bike through the air follows a cube law which says you need eight times the power to double speed. In the real biking world, you can probably expect to need about 3% more power for a 1% increase in speed. The best way to go faster is to shed some excess body weight, and feel fitter, faster and healthier all round – you'll look good too, (maybe)!

All this talk about the relationship between power, torque and speed may seem a bit daunting at times but every rider knows intuitively the effects that they have when applied to the road. A while back I talked about measuring engine power and said that this was done by applying a brake (dyno) to slow down the engine and so make it work harder. A rider knows that an engine works harder on hills; they hear the engine note change and may increase the throttle to give a bit more fuel to maintain speed or, if a steep hill pulls down engine speed, they may even change down to reduce the load. So this tells us that the torque increases when the load is greater and more work gets done.



The theoretical graph, left, shows how increasing load tries to slow down the engine making it work harder and increase its torque output. Only if there is sufficient torque available to overcome the load will the bike be able to accelerate and so increase the power output, shown by the graph on the right.



How much work is done then is the key to determining the power output. If you rev a bike in neutral, there is no forward movement or useful work done so no power is produced. It doesn't matter what the revs are if there is no benefit, for that you need to apply a load and get moving. The harder you accelerate, or steeper the hill, the greater the load applied and the effort (torque) will rise sufficient to overcome the load. Steady acceleration will mean the load is light compared to rapid acceleration and so the torque will increase steadily, a light hand on the throttle will also mean lower fuel consumption.

You can now see why there is little advantage in exceeding where maximum power is developed because, by this point, the torque output is dropping rapidly and the engine has less ability to drive the bike forward, especially at high forward speeds where air resistance becomes a significant factor.

Two-stroke racing bikes in the '60s had very narrow power bands and needed fourteen or fifteen gears to get the necessary overlap in the ratios to keep the engine spinning without bogging down – the ultimate of close ratio boxes. Four-stroke production bikes today are far more tractable and give the rider the option of hard acceleration using the full rev range or steady, easy cruising by short-shifting and riding the higher part of the torque curve; it's simply a trade-off between performance and fuel economy.

Dot Cotton

MAG UPDATE

Formula 1's plan for green and noisy engines: two-stroke hybrids, running on synthetic fuel-Formula 1 is looking to introduce two-stroke engines that run on eco-fuel by the middle of the decade, as it develops plans to become carbon neutral. The proposal is said to make the sport greener than electric racing series, such as Formula E, while still using internal combustion engines — with improved sound. Current F1 hybrid engines will be replaced by a new specification of power unit from 2025 or 2026. It will play a significant role in Formula 1's project to become carbon neutral in 2030.

The new engines are likely to remain hybrids but powered by synthetic fuel, made by combining hydrogen with carbon captured from the air, using surplus green energy. As well as the cars, this e-fuel could power the planes that carry the cars and equipment to races, making a big dent in the sport's carbon footprint. Research presented at the conference showed that electric racing cars could be responsible for twice the level of carbon emissions as hybrid racing cars, because of the amount produced when building the batteries.

"We need to look at what our future power units will look like," said Symonds. "At F1 this is what we are engaged in at the moment." Symonds has started work on new engine regulations. He said that the sport's pledge to continue with the current engines until 2025 gave it the time to "make sure that the next step is a really good one". It might be that the next power unit we produce is the last one we do with liquid hydrocarbons," he said. "I think there's a very high chance that there might still be an internal combustion engine but maybe it's running on hydrogen. I certainly think that the internal combustion engine has a long future and I think it has a future that's longer than a lot of politicians realise because politicians are hanging everything on electric vehicles. There's nothing wrong with electric vehicles but there are reasons why they are not the solution for everyone."

Symonds said that he is currently visiting universities carrying out engine research to inform the new regulations.

He told the conference that he was struck by the amount of research going into two-stroke engines, which are better known for their smoky and noisy performance in lawnmowers, rather than their potential at the pinnacle of motor sport.

"It's reasonably obvious that if you are going to pump that piston up and down, you might as well get work out of it every time the piston comes down rather than every other time the piston comes down," he said.

"The opposed piston engine is very much coming back and already in road car form at around 50 per cent efficiency.

"Direct injection, pressure charging, and new ignition systems have all allowed new forms of two-stroke engines to be very efficient and very emission-friendly. I think there's a good future for them."

No Doubt who's in charge - After one of the most important elections in recent history, we have a clear result. The Conservatives secured a commanding majority of 80 in the House of Commons. This means that a period of stability is likely to follow for the next five years, with Prime Minister Boris Johnson having the support to deliver his agenda. This has clear implications for motorcycling because we have clarity about whom we need to work with and we will soon know the policies we need to influence. MAG continues to promote your freedom to ride, your access to all public road space and respect from policy makers & enforcers. All of this is under threat as other lobbyists seek to inhibit internal combustion engine vehicles for the sake of their own agendas. We continue to fight the case for motorcycling in the interests of supporting a genuinely environmentally and economically friendly mode of transport. Conservatives have a plan to eliminate ICE vehicles and this is a worry. However, they also committed to freezing fuel duty for now and

will invest in the road network. Let's see if they put our money where their mouth is – to the tune of £28.8 billion investment in strategic and local roads. If they really do keep their promise to launch a massive pothole filling programme as National Infrastructure, then that would be a good sign. There's plenty of work to be done by MAG's Political Unit in Parliament.

Motor Cycle Industry Association (MCIA) Chief to meet MAG's National Committee - Tony Campbell, the MCIA's Chief Executive Officer, has agreed to present his views in terms of the industry agenda to the Motorcycle Action Group. He has spoken much about the benefits of Private Light Vehicles – PLVs. In his view there is a case to promoting small three and four wheeled vehicles, which have nothing to do with traditional motorcycles but something to do with a future where cars are replaced by downsized machines. We'll let you know how the conversation goes.

Virtue Signalling Arms Race or Sensible Transport Policy?-News stories are proliferating of ever more restrictive policies all around the country. Press headlines want to grab attention and breathlessly announce bans on private vehicles and races to be the first with ever more virtuous policies. There are stories of York banning all private vehicles and the councillors then pointing out that Edinburgh are copying their idea. Brighton and Hove are soon to debate a ban on private vehicles. Birmingham are to ban through trips across the city by copying segmentation systems from Ghent and Oxford are looking to introduce the most complex phased hybrid zero emission and ultra-low emission zones known to man. All the media reports point to proposals that are actually often not as reported, but all of which are tortuously convoluted but rarely sufficiently detailed to consider the one transport mode that we represent. We will attempt to keep on top of all developments and engage at every level before during and after consultation stages. We have already engaged on the Oxford ZEZ which it turns out applies to a tiny area that is almost entirely pedestrianised any way with just 3 streets totalling no more than 0.3 miles in length open to vehicles, none of which are through routes. Weirdly 13% of vehicles using these streets are motorcycles, but a few quick questions revealed that they are all food delivery riders avoiding bus gates that they cannot use. Full marks to anyone guessing what we will be proposing to solve that problem.

OTHER ITEMS FROM THE COMMITTEE

Accounts and members: The accounts at the end of January were: **current a/c £1411** (£384 less than Dec due to purchases for club shows); **deposit a/c £3049** (no change). The Feb **raffle made £32.10** and the **£10 monthly prize** draw was won by **Rob Booton**, Hereford.

Membership is currently at 124.

EVENT UPDATES

Easter Sunday Bike Show

Where: The Weir, Swainshill, Hereford HR4 7QF

When: 12th April, 10:00 am – 4:30 pm



The Easter Sunday show at the Weir Garden is well advanced with over 26 bikes currently registered for our display. Thanks to all those who have committed to coming; they will have received instructions about access along with their free tickets. There are a couple of spaces still up for grabs; if you would like to come along with your bike please contact Steve Hackett either at admin@lcmcc.uk or on 01432 272244 to register and get your free family admission ticket.

All exhibitors will be given free refreshments (tea, cakes etc. but not lunch) and exhibitor friends and family may apply for one free family ticket to access the Weir Garden (normally £8); The optional children's Easter Egg-Hunt would cost £2.50.

All bikes need to be in position by 10am and no vehicle movements allowed until the garden closes at 4:30pm. The bikes are in a separate area to the visitor car park and access is via a locked gate at times specified. Full instructions will be given to exhibitors on confirmation of their place.

The NT are keen to have as many early bikes as possible and these will be given priority in the unlikely event we are overwhelmed with applicants. It is hoped to have a good spread of bikes both in age, type of use and variety to highlight the Club ethos that '**all bikes are classic**'.

To comply with the terms of the Public Liability Insurance only bikes previously registered for the event may take part in the display. If you would like to bring along one of your many interesting bikes, then either:

- send an email to admin@lcmcc.uk , or
- fill out the expression of interest form below <http://lcmcc.uk/easter-sunday-show/>
- speak to a committee member at a Club Night
someone will then get back to you to answer any questions, firm up arrangements and arrange your free entry ticket(s). Thank you for helping make the Club even better.

ANCIENT2MODERN SHOW

Where: Withington Village Hall, HR1 3PP

When: 3rd May, 10:30 am – 4pm



Preparations are underway for the 2020 show on Sunday May 3rd. Myself and Andy Williams met with Sarah (Head of teaching) at Withington school on the 10th Jan to discuss how we can help secure some new learning equipment for the pupils and how they can help us achieve this.

Zoe Cano is coming along again this year, she launched her first book few years back at our show.

Streetbike (Halesowen) has given us the loan of A Zero electric bike (most likely the top of the range SR/F) for display. Come and see the future!

Helpers needed:

If you would like to help out at the show, please let myself or Andy Williams know. If you have motorcycle you would like to display in the hall or know of someone that would again let me, Andy or any committee member know.

Now hopefully you're still reading, maybe thinking what kind of powered two wheelers or three is he after. Powered two wheelers "groan" but it is fairly useful term in this instance. As the show name suggests 'Ancient 2 Modern' covers everything! For example, just round the corner from me I discovered just recently that an acquaintance has just finished restoring Lambretta so hopefully he will bring it along to the show. So whether its 50cc racing bike, or off road scrambler, chopper, huge tourer, trike, sidecar outfit, god forbid electric motorcycle, steam bike, flat tanker got one lined up!! We want to see them all. Hospice Riders are kindly organising the refreshments and will receive half of the proceeds, the remainder will go to Macmillan, the Club's charity for 2020.

Worcester Auto Club (WAC) have again agreed to do BBQ. If you have never been a visit to their HQ over at Worcester is well worth visit, they hold lots of motorcycle events. They have their own building with bar, tea & coffee facilities acquired in 1952 its ex war department building. Tower Buildings, Perdiswell, Worcester, WR3 7SN. I will organise run over in few months' time when clocks turn back for British summer time and light till late perfect...

Dave Peake

WHAT'S ON in March 2020

Events in Italic are non-club events

Club Night - Wed 4th March 2020

Start: 7:30 p.m.

Where: The Bush Inn, Bush Bank, HR4 8EH

Malvern Drive Inn Classic Car & Bike Auto Jumble - Wed 8th March 2020

Start: 09:00 a.m. - 02:00 p.m.

Where: 3 County Showground

SOLD OUT Skittles Match - Sat 14th March 2020

Start: 7:00 p.m.

Where: The Welsh Club, Hereford

Organiser: John & Barb Baber

Nifty Fifty RUN to Toddington Railway - Sun 15th March 2020

Start: 9:30 a.m. at Holmer Road Service Station, Hereford

2nd Pick-Up: Tewkesbury Rd/B4215 Newent approx. 10:00

End: Toddington Railway

Distance: approx. 50 miles

Organiser: Steve Hackett : 01432 272244 on day : 07731 509995

Mid-Week Meet - Wed 18th March 2020

Start: 12:00

Where: The White Monk, Tintern Abbey, Tintern, NP16 6TE

Organiser: Sue Moore

Winter Meet - Sun 29th March 2020

Start: 12:00

Where: Morris&Brown Café, Broadway Tower, Broadway WR12 7LB

Organiser: David Therin

CALENDAR OF EVENTS 2020

All Club events (including runs) should be organized through the Events Coordinator

Sue Moore email bobandsuiz@hotmail.co.uk/TEXT ONLY on 07857 250023 or PM through Facebook

Events in Italic are non-club events

	April 2020
Wed 1st	Club Night at the Bush Inn
Sat 11th	<i>Ross-on Wye Autojumble</i>
Sun 12th	Show at The Weir, Swainshill, Hereford HR4 7QF
Wed 15th	Mid-Week Meet at FForest Inn
Sun 19th	RUN: Nifty Fifty to Shobden
Sat 25th/Sun 26th	<i>International Classic Motorcycle Show in Stafford Showground</i>
Sun 26th	RUN: Bike4Life Ride out and Festival, 10 th anniversary year
	May 2020
Sun 3rd	Ancient2Modern Motorcycle Show at Withington
Wed 6th	Club Night
Sun 10th	<i>Knighton Classic Car tour for Blood Bikes (Bikes welcome)</i>
Sun 17th	RUN: The Owls Nest
Wed 20th	Mid-Week Meet at Lower Lode Inn
Sun 31st	<i>Banbury Run</i>
Sun 31st	<i>Bromyard Speed Festival</i>


June 2020	
Wed 3rd	Club Night
Sun 14th	RUN: Llangorse Lake
Wed 17th	Mid-Week Meet at the Honey Café
Sun 21st	RUN: Fish&Chips run
July 2020	
Wed 1st	Club Night OPEN NIGHT at the Bush Inn
Sat 11th	<i>Ross-on-Wye Autojumble</i>
Sun 12th	RUN: Devils Bridge
Wed 15th	Mid-Week Meet at The Owls Nest
Sat 18th -Sun 19th	<i>Prescott Hillclimb and Kickback show</i>
August 2020	
Wed 5th	Club Night at the Bush Inn
Wed 19th	Mid-Week Meet at the Steel Horse Café

MEMBERS SERVICES

<p><u>Ian & Richard Logan</u> Welding services Phone <u>01886 888419</u></p>	<p><u>Lynda Wilshaw Classic Cakes</u> Homemade cakes baked for any occasion. Phone <u>01432 760540</u></p>
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RECOMMENDED BY MEMBERS

<p><u>Eric Rees Motorcycles</u> (Run by Ray Griffiths) Discount MOTs for club members: General repairs & servicing on all bikes. Agent for Helite AirBag jackets. Phone <u>01432 266164</u></p>	<p><u>Andy Morgan</u> Offering a 20% discount for members off his website prices for vapour blasting at ATM Vapour Blasting. He also has an ultrasonic cleaning tank. Phone <u>07989 448418</u></p>
<p><u>Clothing alterations</u> Repairs & tailoring (including) leather: Sew Bright Phone <u>01432 352622</u></p>	<p><u>Drive chain oiler</u> Tutoro, Lydney Phone <u>01594 841097</u></p>

<p><u>Ross on Wye PC Repair</u> Services range from Virus Removal, Hardware Upgrading, Memory Upgrading, Screen Replacements on Laptops and Notebooks, Hard Drive Upgrades, Anti-Virus Upgrades, Performance Tweaking, all covered under a No-Fix-No-Fee Policy (or if fault re occurs within 5 days), with No Inspection Fees. You pay only for the completed work and for any replacement parts. Contact Luke Sutton <u>Phone 07973 993 049</u> <u>Email info@rossonwyepcrepair.com</u></p>	<p><u>Green Spark Plug Company</u> Not strictly a recommendation but LCMCC club members are eligible for 10% discount on items purchased online. Enter the discount code CLUBMEM10 in the coupon code area of the checkout. <u>Website www.gsparkplug.com</u> <u>http://lcmcc.uk/blog/2016/02/12/members-discount-at-green-spark-plug-company/</u></p>
<p><u>Aidan Sweeney</u> 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 <u>Email www.aidansweeney.co.uk</u></p>	<p><u>Motorcycle leathers</u> Repaired, altered, patched and stitched. All leatherwork considered. Traditional quality shoe & boot repairs. Cobblers Cabin, Chepstow <u>Phone 01291 628528</u></p>
	<p><u>Sheepskin seat covers</u> Bespoke sheepskin motorcycle seat covers, handmade in Hay on Wye. For more info/prices, call Laurie <u>Phone 07952998320</u> <u>Website www.laurielewis.org.uk</u></p>

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 (old style) and Club stickers are available at The Bush £1.00 each.

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.