



THE BUSH NEWS



LEOMINSTER CLASSIC MOTORCYCLE CLUB NEWSLETTER

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March 2021

CHAT FROM THE CHAIR

As you know Steve Powell stood down on the 31st of January 2021 as Club Chairman, so now you have me again - aren't you lucky!

I'm looking after the chair until we can get someone younger and better at bottom pushing than me. Put me on an old messy tractor, Land Rover or a bike and I'm happy, put a phone in my hand and I'm lost.

We have a full committee with Facebook and the website up and running. We have started to put a calendar of events together so if you have anything you can put on please contact Sue Moore.

We will do our best to put our club back where it belongs - top of the pile. There will be some changes, but we must move forward - if we don't we will die, it's as simple as that.

We have had 30 years and there is no reason why we can't have more, or the same we had - we raised thousands for charity and thousands of miles on our runs, but we need you, the members to put on more runs for us to enjoy. The committee can't do it all. We used to be the biggest independent club west of London, so let's see if we can get back there.

I will do my best to keep our club alive and kicking but in the end it's up to all club members. So, if you have a problem come and see us, after all we all want the same thing, a good club to enjoy.

As for your events and runs that depends on uncle Boris and his merry men. We may have to move our club nights and runs in a different way if we have to stay 2 metres apart. We can adapt, so stay with us, we are doing our best.

Ride and stay safe
Bigfoot

DEAR ALL

I write this as a way to say thank you and boost morale to those who have kept the club going, while I and I suppose others have achieved very little progress, and just existed during the last year.

Not being able to meet up prevents even a word of thanks to those who have stepped in and joined the committee to keep things running. It would be a disappointment to all if the club

were to be wound up - once it is closed it would be a big job to re-start - contacts are lost and inertia sets in.

I, and I expect many of the other members would like to thank the committee - current and previous, for working on our behalf - so that hopefully in the near future we will all be able to re-start where we left off.

My thanks to all, especially Steve Powell for standing in as chairman from November 2019 to December 2020, and Mike (Bigfoot) Davies for agreeing to be interim chairman until someone else can take over. AGM meetings cannot continue without a chairman or vice-chairman, and other main positions filled - so thanks Mike for stepping in - maybe that is where his middle name has been earned! Mike must be the longest member of the club (alongside Ron and Chris from early days) and I think Mike personifies the spirit of the club.

My apologies for not noting all the others who have stepped in in recent years with the committee. Personally, I am a bit remote from the club, but always enjoy the newsletters recently thanks to Sabine. I do not use the computer myself, and only use the landline telephone and occasionally write a letter which Karin has to type/email on etc.

Maybe we could have a special social get-together to celebrate those longstanding members of the club and give more recognition to committee members in the future? What if those who serve on the committee are given free honorary membership? Others not on the committee could vote for such an arrangement?

I hope this letter will reach the committee for them to read and could it be made available in the newsletter for others to read?

Best regards to all. Keep safe and optimistic.

Ian Logan

CanAm LOCKDOWN PROJECT

On the eve of lockdown, around February 2020. Friend of mine Dan decided to sell his pink Ex-Army CanAm Bombardier 250, to make some more space in the garage for his Land Rover spares. The bike was previously owned by another friend, who had two of them at one stage and I bought his other in 2015. But part-ex'd it for an MT350 a few years later on.

The CanAm Bombardier (Bom-bar-dee-yay) Military model of 1979-1980 was based on the 1974 TnT model (Track n' Trail). With the Austrian 250 2-stroke Rotax engine, rotary valve injection.



What made this particular bike of interest, was that it had been fitted with the aluminum wheels instead of the military spec steels. Plus, a 21" front instead of the standard 18". Which made it a bit more nippy off the line and more capable off-road. However, the military model has a de-tuned engine by way of a different rotary valve, so not as nippy as its civilian spec counterpart.

When initially collected, the bike failed to start, and I knew that it had not been running correctly previously. As had been stood around for a time in Dan's garage. Once home I got to work on stripping it apart to identify the issues. The main suspect was the Bing 84 carb, but I also found a crack in the front section of exhaust. Being a 2-stroke, this was having a detrimental effect on the gas pressures required to keep the engine happy.

So, I set about getting the exhaust welded, serviced the carb and replaced the slide and jet. I also resprayed the bike back into its original NATO green, as pink was the desert camo and not to my taste. The bike was also missing a loom and not road registered. So I had to acquire a loom but also got the magneto rewound in the restoration process.

I encountered a few hurdles with the loom, but a friend suggested editing the black & white wiring diagram into a coloured version on the PC. Which helped a great deal visually, plus the local bike garage was able to touch up a few bits.

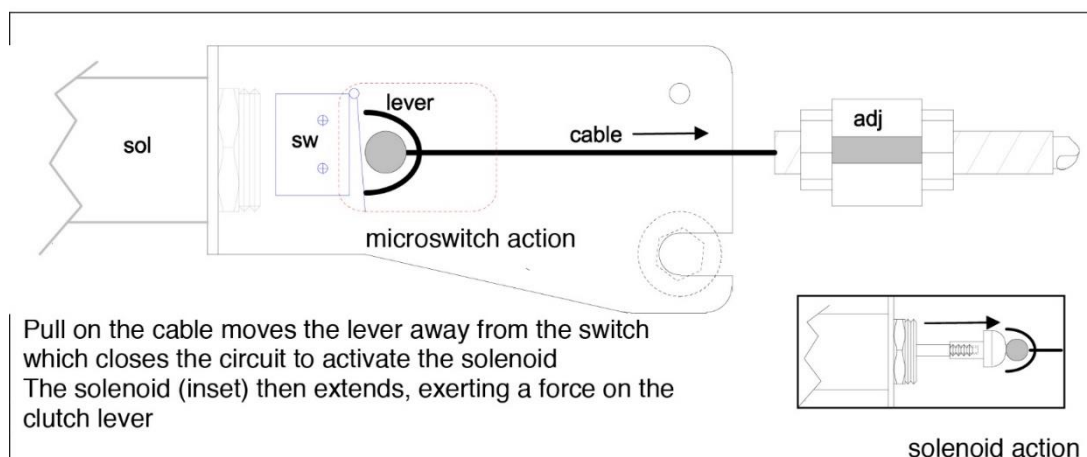
The bike now starts first kick more or less and is in the process of date verification for an age-related plate. Hopefully in time for the dry weather to take out on some green lanes. Although be warned not to follow too closely to avoid a covering of 2-stroke smoke & oil!

More information on all things CanAm at <https://www.canned-ham.com/>

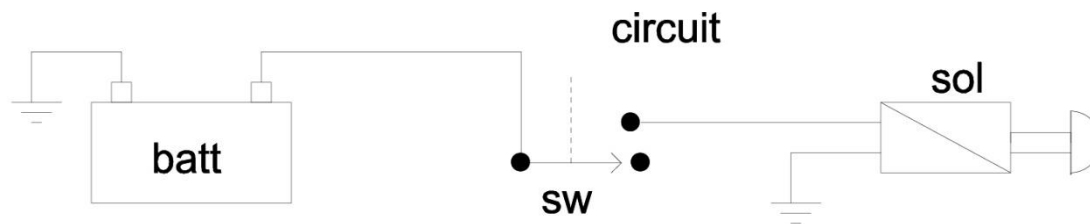
Jack England

FETTELING FUN – PART 8 ...'ere, grab hold of my clutch

Apropos of riding through a traffic-jammed Bristol a while back, which gave me an aching wrist by the time I had cleared the city, I had a brilliant idea for reducing the clutch effort. Now, first off I have to admit to hearing Mr Hughes, my old physics teacher, banging on about levers and velocity ratio who always said you don't get something for nothing. In the context of a bike clutch lever he was referring to the relationship between the distance the pull is applied from the pivot compared to the force exerted. It doesn't matter whether it is mechanical or hydraulic, the velocity ratio remains the same. Hydraulic clutches benefit from reduced



frictional losses compared to cables and so are often lighter in action but I chose a different route to explore.



The concept was simple, consisting of a microswitch and a solenoid with a push action. A simple bracket was fabricated to pick up on an existing engine mount and drilled to take a microswitch positioned so that it pressed against the clutch lever arm and released when the cable was pulled. Closing the circuit energised the solenoid which then pushed on the clutch lever arm. The theory being that any push by the solenoid would reduce the effort required to operate the lever at the handlebar end.

For testing purposes a direct connection to the battery was used with the intention to find a switched supply on the final project (otherwise anyone tweaking the lever would operate the solenoid and, should it fall out of adjustment and the switch stay closed, the battery would drain over time).

The switch was a readily available IP67 microswitch whereas the solenoid proved a little more difficult. Settling on a cylindrical type solenoid seemed easiest and had better weather protection than open-framed designs, this only left the matter of finding a suitable sized unit. Using a spring balance pulling on the clutch lever arm identified the required pull (just over 5kg or about 50N) and stroke (about 20mm). It was important not to have the solenoid strong enough to activate the clutch by itself but just to provide some assistance. Looking up the data tables showed there was one which had <math><22\text{N}</math> (about 2kg) and weighed in at 185g with a stroke of 18mm (the lever arm would simply move away at the end of the stroke). The two parts cost about £20 plus postage which seemed reasonable.

Mounting the bracket exposed the first problem – the fixing was a long, through-bolt rather than threaded into the engine so, rather than support the engine and withdraw the bolt completely, I simply slackened the bolt to give some clearance and slotted the hole in the bracket. This proved fortuitous as it gave a little adjustment to help position the switch precisely with the solenoid having 2mm free-play. I could hear the switch ‘click’ when pulling the hand lever lightly confirming the adjustment was OK. So, now it was on to temporarily wiring up the circuit ready for the test.

Disappointment!

The concept worked but was not effective. There didn’t appear to be any lessening in the effort required. Yes, the switch energised the solenoid; yes, the solenoid moved throughout its stroke; so why, I wondered, doesn’t it work as expected? I confirmed the force exerted by the solenoid by pushing it back in while energised, then went back to the data sheets to check the spec. Here lay the problem; the force was stated as 0.78N-22N. This meant the force did not reach 22N until the end of the stroke and was virtually nil at the start – clearly not enough to be effective in the range of movement required. The problem now was that larger solenoids have greater mass and draw a larger current.

I couldn't find anything that fell within the criteria and am 20 odd quid worse off but, hey; I've learnt something and had a couple of enjoyable days in the shed. I've just got to wait until technology produces tiny solenoids that pack an incredible punch and we'll be good to go.

Steve Hackett

BLAST FROM THE PAST - Steve's and Clive's trip around UK 2000

Part 1

First, a brief look at myself and my good friend Steve worth (Stevie). Stevie is 42 and married to Rose and they have two children, Jonathan, aged 13 and Emily, aged 12. Steve works for BT and lives in Hereford. His motorcycle is a Suzuki GSX 1100 EFE.

I am Clive Brick. I am 43 and married to Marion, Buffy, and have two children. Heather is 17 and David is 14. I am a farmer from Brampton Bryan, and my motorcycle is a Suzuki 1400CC VS Intruder. We are both members of the Leominster Classic Motorcycle Club.

About October 1999 I thought I should do something a bit special for the Millennium year 2000, so I decided to go right the way around England, Scotland and Wales, a journey of about 3500 miles. So, I started to make a route. Stevie, who I had talked to about this trip, thought it was a great idea and wanted to come. As the winter and spring months ticked away, the roots slowly started to be drawn up, a total of 138 A4 pages with about 20 miles per page with map directions and road numbers.

Pre off

There was talk of us tenting. Steve board a new tent for 20 pounds, seemed like a bargain. One day I called at Steve's to see the tent. We pitched it up, then decided we would need chairs, cooking equipment, sleeping bags, ground sheets, pillows, chains (to lock the bikes), first aid kit, clothes, toiletries, maps, spares and loads of toilet paper. Now, this was looking like we needed at least a transit sized van, or even better a small lorry. Camping out!

The week before the trip I was getting uneasy. I packed and repacked my stuff, each time finding there was not enough space and when I took things out I found I just could not get them back in. A good friend of mine gave me enough bungee straps to wrap around two buses. I was panicking.

Friday the 19th of May 2000

This was talked about in much detail. We were going to start from Aberystwyth on Sunday the 21st, then again we could start on Monday, the beginning of the week etc. We finally decided on Saturday. So, after Steve's kids got home from school on Friday, all the Worth family would come to my place and we would head for Aberystwyth. I thought it would be a good idea to take the bikes on a trailer, it's a long ride to Aber, at least 65 miles! But we had used all the ropes, straps and everything else suitable for tying down bikes to hold all our equipment on the bikes, so we would have to ride, Stevie and me on the bikes and Marion, Rose, Emily and Jonathan in the car.

We all arrived just North of Aberystwyth at about 7:00 PM. We put two tents, one for 3 (Steve, Rose and Emily) and the other for Marion and me. Poor old Jonathan had to sleep in the car. A lot of fun was had racing to get the tents up, wind blowing and bent tent pegs. About an hour later they looked just about okay - just hope it won't be too windy in the night and not blowing from the East as we may end up in the sea!

Food was the next thing on the agenda so we all walked down into Borth to a nice little pub to get a meal. We moved the tables around, so that we could all sit together, then moved them again, as one had a wonky leg. This could have been an omen! A very nice meal and a drop to drink. Stevie had the special offer cheap beer - it didn't taste of anything. He said he wouldn't have a hangover in the morning, more likely the Bends.

Back to the caravan site, at least a mile and all uphill. We got into the campsite bar. We were all having a good time until it was bingo time. 40 people playing bingo and us not. Legs11 number 6 etc. We were causing a bit of a stir, something to do with pints of Guinness and double Scotches. So, back to the tents. Stevie's tent was wet inside and it had not been raining.

Saturday 20th of May 2000

What a night! I didn't sleep very well, the zip on my sleeping bag kept un-doing and it was cold. We could hear Steve snoring. We thought Rose would have given him a good kick but she was even worse. We all got up at about 7:30 AM. Steve's £20 tent was very wet inside - just as well we were not camping on this trip. The only one to get a good night's sleep was Jonathan, in the car. Tea, coffee and lukewarm crumpets were lovely, I think not. We set off for Aberystwyth, spotting with rain, filled the bikes up with petrol and parked up on the sea front. We had a quick look around the shops and the harbour, got some fish and chips and had an early dinner. I had chips and curry sauce, not a good idea.

The big off.....the start.....go for it!

Stevie and I got kitted up and took some photos. Marion's sister Ruth, her husband Steve (yes another) and daughter Jenny came to see us off. I asked Steve if he would come and get us if we broke down, that was a laugh. We said our fond farewells and took off into the sunset, well, not quite, off we went at 12:30 PM. We couldn't see the sun as it was very cloudy. Through Aber and up the coast towards Borth. 10 miles and it started to rain, and rain it did all day. My feet were wet inside 12 miles. When it was time to swap over the lead (we do two map sheets each and then change over) I stopped and asked Steve how it was going. His reply was "WET!".

Over the first toll bridge to miss out Dolgellau all okay. Stevie missed the second toll bridge by Porthmadog, only another 20 miles round, well that was what I told Steve - it was actually more like 10 miles. We stopped at Porthmadog for toilets and a cup of tea and coffee. We went into quite an exclusive coffee shop with a lovely tiled floor. Now my feet were so wet that about a pint of dirty black water ran out of each boot and slowly made a pond under our table. I knew I should have washed my feet, still, only dirty people need to wash. Off to the toilets again and off we took, full of the joys of spring.

On through Pwllheli and over the top of Morfa Nufyn. Lovely views, all of 15 yards, the mist was so thick.

We decided to stop at Bangor at a Youth Hostel, took quite a bit of finding (Steve leading the way) - we went round the town three times! He stopped and said, "Do you sometimes get the feeling you've been on this road before?". Finally I found the Hostel, just out of town. It looked quite nice so Stevie and I trudged in, me leaving pools of water with every step. There seemed to be a lot of young ladies running about. Stevie seemed happy, I was nervous. Apparently there were eighty four beds and eighty four women staying there and they couldn't find room for two more. There was only one male and he was the one who said there was no room. Stevie said he thought the chap was a bit greedy, share and share alike and all that.

Back into Bangor, found a lovely little Bed and Breakfast just off the sea front. The landlady, (forgotten her name, you know me and names) moved her car so we could put our bikes in her garage. The first thing was a bath for me to get some feeling back into my feet, (must remember to put that in my diary - I'll be due another bath about November, whether I need one or not). I got out of the bath, nice and warm (lovely), and walked out of the bathroom in the nude, just like at home, just as a young girl came out of her room - OOPS!

Clean and dry clothes, off we went for a walk. Fish and chips and curry sauce (again), and for desert, chocolate! On to the sea front to eat them, sat on a wet bench - wet again! Then a walk around Dickersons boatyard. Lovely boats, all shapes and sizes. Stevie wondered whether they'd take our bikes in part exchange and we could sail the rest of the way round the country. Back to the B&B, tea, telly and bed.

162 miles.

SUNDAY 21st

Good night's sleep, but the curry sauces were going to give me stick all day. Stevie and I were in separate rooms. I heard Stevie ask me what the weather was like; "WET" I replied and asked him what the weather was like out of his window - "WET!". Oooh.

Breakfast at 8:30 and off just after 9 o'clock. Mostly dual carriageway around the top of North Wales, Colwyn Bay and Rhyl. Stopped for fuel and a bit further on, when it was time for us to change maps, for a drink and a fag break. I took off my wets - it felt good to be in leathers with the sun almost shining. Bungie strapped my wet socks from yesterday on the back of the bike to dry out!

Motorway to Birkenhead and through the Mersey tunnel, then through the docklands of Liverpool. Got a bit lost due to road diversions. This was about the worst part of our journey - very depressing area, very run down, shops all shuttered and derelict buildings and run down flats. I think Stevie put it into words by saying, "if you were a kid in this area you would have to grow up very quick or not grow up at all". It makes you feel lucky to live where we do. Stevie was disappointed as he never saw one of The Beatles! Quite slow progress, all built up areas, Crosby (but no Bing), Formby (but no George), and Southport.

I am getting worried about Stevie's eyesight. When we stop to change maps we always have a little chat and I ask him "Did you see this or that?" The answer is always "NO". I say you must have seen such and such. "No, where was that", then "oooooh!". What really got me thinking was when we, (or I), saw six parachutists landing in a small airfield. Now the road went nearly all the way round this field and one parachutist landed no more than a hundred yards away, slightly left of Stevie. I thought at one time he was going to land in the road. "Now, Stevie you must have seen those parachutes, after all they were really bright colours - red, green, yellow and such like". "No, I didn't see them, where was that then."

We stopped at Freckleton for some lunch. I said to Stevie that in future when we stop, instead of eating our food there and then, we should take our food further on until we find somewhere more interesting. This was a very nice place - a lovely stone wall to sit on with a local electricity power station behind us, two nice Suzuki's (ours), a dry cleaning shop and the local Spar shop to look at. Still some local kids said my bike looked cool, Stevie told them to bugger off, he said they wouldn't know what a decent bike looked like if it bit them on the arse!!

On we went to Lytham St Ann's, a beautiful place, what have I just said about stopping somewhere nice to Cat! Still those kids were right about my bike.

On towards Blackpool, some very big sand dunes and the road bad (lots of dips in) - felt like riding a roller coaster. On to Blackpool and up to the sea front, Leominster Hell's angels come to town! The weather's really nice now, sun's out and I want to take some photos of Blackpool Tower. Across the tram car rails and onto the sea front walkway, you couldn't do that in a car and you shouldn't do it on a bike. And where did Stevie stop? Right in a big puddle. Anybody would think he likes water. A good place Blackpool, if you want a nice quiet holiday - no people, and cheap!

On towards Lancaster (never saw Bert) into Cumbria, they talk a bit funny here, by gum. What a fantastic road and scenery from Newby Bridge to Ravenglass. Heaven for bikes, best road outside mid Wales up to now. We both needed a run out, so stopped at a suitable gateway with a high hedge, short nettles and thistles. I told Steve to stop at the next Layby or viewpoint, as it was time I had a fag and drink, "Good idea".

Off we went, Stevie leading; I stopped at a layby a few miles up the road - it had a nice big parking sign with a view emblem underneath. Stevie carried on. I was just lighting up my second fag, when he came back up the road. "Didn't you see the sign?" - "No, where was that then?"

Stevie got on his mobile to ring up a Youth Hostel in Whitehaven. We could use that or go bed and breakfast again - unless those girls have beaten us to it.

On to Whitehaven. We both disliked this place - felt we'd wake up next morning with no motorcycles and our throats cut; so moved on to Cockermouth and found a Youth Hostel called Double Mills, (an old flower mill and a Youth Hostel since 1933). Only us two there and we had a stroke of luck as the house next door (old cottage for a mill worker), was owned by a motorcycle enthusiast, and he allowed us to put our bikes in his garage.

Something to eat was uppermost in our minds, so off we walked into town - a nice walk through the park by the river Derwent and into a nice pub for a meal and a local brew. It was quite hot in the pub and with not much to eat all day, the beer went straight to my head. One pint and I was well gone. The good food, lasagne, helped to dilute things and I felt a lot better after I'd finished my meal.

Back through the park to the Hostel, I'm sure the path was not as twisty as this on the way to town! We had to be back by eleven p.m. or be locked out. Now the fun really started - in the Youth Hostel you have a sort of sleeping bag made out of cotton that wraps around your pillow and down the bed. You have to sleep in this, which is quite difficult to get sorted out, or at least Stevie was having quite a time trying to get his bed made. I sat watching while he explained to me how to do it, quilt going one way, pillow another, then hitting his head on the bunk above. I was in stitches. Then it was my turn, got the sheet wrapped around the pillow, no problem and, Hey Presto, only four feet long!! A child size sleeping bag! Now it was Stevie's turn to have a good laugh. It was about eleven thirty by now and Stevie was tired, and I was wide awake, so I kept telling him tales for an hour and a half, we were both in stitches.

271 miles.

To be continued

MAG UPDATE

Court ruling on London Mayor's 'Streetspace' scheme has implications for all local authorities. In a legal judgment of significance to the whole of the UK, the High Court has ruled London Mayor Sadiq Khan's 'Streetspace' scheme was unlawful, because it 'took advantage of the pandemic' to force through 'radical changes'. This court case is likely to impact the

decision-making process throughout the country. Local authorities will need to be seen to be listening to the views of the public. This is good news if you are being disadvantaged by these schemes and should galvanise us all to speak to our local authorities about them. It would be unreasonable to object to the principle of encouraging active travel and creating space for social distancing, but there is no reason, as a motorcyclist, to accept that such measures should compromise your safety or the efficiency of your transport choice.

Driving Licence renewal extension If your licence expired between 1 February and 31 December 2020, then driving licence or entitlement to drive in the UK was automatically extended for 11 months. Because of coronavirus (COVID-19), those riders whose licences expired between February and December 2020 have 11 months period of grace to renew their document. The extension started from the date your licence was due to expire. The official guidance from the DVLA indicates that you won't necessarily have been told this. They say: 'you will not get a new licence as part of the automatic extension. You'll only get a new licence when you renew it. You can renew your licence online at any time before the extension ends.'

CBT Lockdown Woes The new lockdown sees a return to issues around the expiry of CBT certificates. We have been in discussions with the DVSA, and whilst there is a will to ensure motorcycle training and testing is first in the queue for restart when restrictions ease, there is no plan to extend the expiring licences. If you are riding on a CBT and it does expire you cannot continue riding. MAG argues that continued refusal to extend Compulsory Basic Training (CBT) certificates is discriminatory. In a letter to Parliamentary Under Secretary of State Rachel Maclean MP, MAG asks for redress. MAG claims that removing a legitimate use of motorcycles by not extending expiring CBTs is unfair. Motorcyclists are the only road user group facing this restriction for legitimate travel during the lockdown. For many, including delivery riders and those who access schemes such as Wheels to Work, this is their only viable transport choice for making essential trips, working as a key worker in health or social care, or as a delivery rider delivering items ordered online by those obeying the government guidance to avoid non-essential travel." MAG is not asking for a permanent change to the two-year renewal regulation. The call is for a temporary intervention of similar style to the first lockdown's extension of MOTs. It would be easy to say that the problem affects very few riders, but it is not fair to discriminate against those few. We do not accept that this would be hard to administer. If there is a will to avoid this unnecessary discrimination, the Government must find a way to do it."

Indian billionaire to revive iconic BSA motorbike in Banbury –BSA, one of Britain's iconic motorcycle brands, is to bring a manufacturing plant to Banbury - making its first electric bikes in the town. The revival of the BSA by Indian billionaire Anand Mahindra will start with the traditional internal combustion (IC) version to be followed by an electric BSA. The company has told the Banbury Guardian the IC engine will be revived first during 2021 and the electric variants next year. The planned factory will create 100 jobs and could start this summer. The 'resurrection of the British motorbike industry' is an ambition of Mr Mahindra, chairman of the Mahindra Group conglomerate, who is said to be worth £1.3bn. The BSA Company is to build a research facility in Banbury prior to the launch of the IC engine bike which will be followed by the electric bike next year.

WHAT'S ON 2021

All events will be reviewed each month depending on further developments. Larger group rides must wait until the 'rule of thirty' on 12th April 2021. Please keep checking with us or directly contact the run/event organizer.

All Club events (including runs) should be organized through our Events Coordinator Sue Moore, email bobandsuiz@hotmail.co.uk/TEXT ONLY on 07857 250023 or PM through Facebook.

UPCOMING RUNS AND EVENTS from April 2021

<p>Event: Run When: Sunday, 11th April 2021 Start at: 9 a.m. , Holmer Rd Service Station, Hereford Where: Devils Bridge Organizer: Roger Brooks, 07722424619</p>
<p>Event: Mid Week Meet When: Wednesday, 21st April 2021, meet at Noon Where: The Owls Nest Contact: Dave Therin, 07549342745</p>
<p>Event: Run When: Sunday, 25th April 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Hotspur Bar & Grill, Shobdon Organizer: Steve Hackett, 07731 509995</p>
<p>Event: Run When: Sunday, 23rd May 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Quatford Food Stop, Bridgnorth Organizer: Steve Hackett, 07731 509995</p>
<p>Event: Run When: Sunday, 30th May 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Cotswolds Organizer: Mike James, 07762477635</p>
<p>Event: Run – Mystery Trip When: Sunday, 13th June 2021 Start at: 9:30 a.m. , Texaco Garage Bromyard Where: South, circa 150miles. Free entry site visits. Bring a torch. Bring a flask and lunch unless restrictions lifted. Organizer: Malcom Copson, 07785383141</p>
<p>Event: Run When: Sunday, 20th June 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: The Old Mill Café, Chipping Norton Organizer: Steve Hackett, 07731 509995</p>
<p>Event: Run When: Sunday, 27th June 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Devils Bridge Organizer: Mike James, 07762477635</p>

Event: Run When: Sunday, 11 th July 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: The Old Prison, Northleach Organizer: Steve Hackett, 07731 509995
Event: Run When: Sunday, 25 th July 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Fish & Chip Run to Wales Organizer: Mike James, 07762477635
Event: Run When: Sunday, 15 th August 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Flag & Whistle, Toddington Organizer: Steve Hackett, 07731 509995

OTHER ITEMS FROM THE COMMITTEE

Good News about your MEMBERSHIP!!!! Due to Covid-19 and the guidance not to arrange social events, the committee has extended the membership until the end of December 2021 . This means all current members and anyone joining this year will not need to renew until January 2022.	
TREASURER'S REPORT: Current a/c £ 4181	MEMBERSHIP SECRETARY'S REPORT: Membership: 131 including 26 family members

MEMBERS SERVICES

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

<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>	<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>
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<p><u>Sheepskin seat covers</u> Bespoke sheepskin motorcycle seat covers, handmade in Hay on Wye. For more info/prices, call Laurie <u>Phone 07952 998320</u> <u>Website www.laurielewis.org.uk</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>Clothing alterations</u> Repairs & tailoring (including) leather: Sew Bright <u>Phone 01432 352622</u></p>	<p><u>Drive chain oiler</u> Tutoro, Lydney <u>Phone 01594 841097</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> http://lcmcc.uk/blog/2016/02/12/members-discount-at-green-spark-plug-company/</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>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>CLUB SHOP</u> 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.</p>

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 General Data Protection Regulations of 2018 and will only be used to contact you on club matters.

