



THE BUSH NEWS



LEOMINSTER CLASSIC MOTORCYCLE CLUB NEWSLETTER

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March 2021

WELCOME

The club would like to welcome back **Mario Carvahlo** from Hereford.

CHAT FROM THE CHAIR

First of all, thank you for putting your trust in me as you chairman. Our first committee meet went off well online. It looks like we will have to have a few more of these before we can get back to normal. The events/ runs are filling up nicely so thanks for that. whether we will have an open night this year is in the lap of the Gods. I know it's in July after the end of the lockdown (hopefully). Here's looking forward to April 12th when we can get our bikes out once more. My new Enfield has only done 6 miles this year. I am looking forward to April 12th, when we can ride once more.

Our committee meeting went well; sadly we won't be running the Open Night this year after a lot of talking. It was decided it was too much of a risk. But we have a good few runs booked and Dave and Ruth are getting the Midweek Meets sorted, so it's looking good.

It's a pity about the open night but that's life and we don't know when we can get back to the Bush. The VMCC are getting underway on March 30th with a ride out to a café with outside service and have three more booked in for April.

Let's hope it all comes off!

Keep smiling boys and girls, we will get together one day.

Stay safe.

Bigfoot

01432 277720

2020 ELLEN PFEIFFER AWARD

Congratulations Sheila Whittingham, winner of the 2020 Ellen Pfeiffer Award!



Sheila Whittingham has been a member of WIMA GB since 1967 and has been active in her support of WIMA throughout this time. She even met her husband Eddie through WIMA! In 1973 she took over from Maureen Willis as Captain of the GB division – at this time the Captain did everything: badges, membership, organising rallies as well as the magazine, as there was no committee then. The news-sheet from the USA was becoming increasingly erratic, so Sheila found an old spirit duplicator and started sending WIMA News out as a monthly publication. Membership rose from 50 to 250 after Bike Magazine published an article on WIMA. Sheila continued as editor of the newsletter for many years.

Sheila has been riding since she was about 11 years old and got her first road bike at 16 – a BSA Bantam. She has owned and ridden a total of 42 motorcycles including her favourite, a 1951 Velocette Mac 350 touring. Sheila has attended WIMA and other rallies at home and abroad, she has passengered in a trials sidecar outfit and competed in hill climbs.

Sheila was the first WIMA national, then international historian for around 15 years. During that time she collected and stored a mass of material including WIMA newsletters and photo albums from 1965 onwards. From this she produced a terrific CD of archive photos called “WIMA – 52 years of fun from 1950 to 2002”. Sheila still rides all through the winter in snowy Wales at the age of 72, she still provides much help and information about the early years of WIMA International. Sheila is long overdue recognition for her more than 50 years of contribution to WIMA and truly deserves the Ellen Pfeiffer Award 2020.

Chalk & Cheese

Recently I made a very difficult decision and decided to part exchange my much loved Harley Davidson 48. Although I really enjoyed riding it and always felt like the cool kid on the block, I found that more and more the Harley was not being used, the reason was to some might seem silly but after most rides it would take me hours to clean, going to the extreme of using Autoglym polish on the spokes. Working two jobs leaves me with very little free time so I noticed over time that the bike was used less and less.

Never in my life have I ever bought a bike with my head - heart wins every time. During the time leading up to the exchange I had been reading articles on the new Yamaha Tenere 700. As it happened, a few friends asked if I fancied a ride down to Completely Motorbikes in Cheltenham, as one of them wanted to look at a Triumph that they had in stock. When we got to the dealer and parked our bikes, I noticed a Tenere 700 parked outside the shop, so while looking at it, the salesman came out and we got speaking. I asked what they would give me part-ex on the Tenere, he disappeared to do some sums, and I wandered around looking at the other bikes.

I was a bit stunned when he returned and said that if I gave them my Harley and £250 I could ride out on a brand new Yamaha Tenere 700; this was totally unexpected and threw me a bit, as usually we all tend to get shafted when doing deals on new bikes. So I politely declined the offer of a test ride and went home to think - this was a massive decision for me. I'd dreamed of owning a Harley Davidson all my life, and I was about to give it up!

My son had a good point while I was discussing with him on what to do - he said "its the wrong time of your life to own the Harley". What he meant is that I do not have the free time to spend hours cleaning after every ride.

A week later and after a very nice test ride, I placed my order for a Tenere 700 Rally edition, because I really liked the colour, and the classic Yamaha speed block design. Fast forward 6 weeks and I was the very proud owner of a very blue Tenere Rally 700.



One of the main reasons the Tenere 700 appealed to me was the that Yamaha decided to limit the amount of electronics. Of the rider aids that came with the bike, the only one was ABS, which can be turned off at the press on one button (this is only used when riding off-road). There are no rider modes, traction controls, ESP's and the like, just a pure bike.

My choice of the Rally edition has a number of added extras when compared to the standard Tenere. As I've said previously the colour and speed block scheme is unique to the Rally. Other items are the Akrapovic exhaust, tail tidy, saddle, large sump guard, LED indicators and a radiator guard - all emblazoned with the Tenere 700 logo (just in case you'd forgotten what bike you were riding).

Riding the bike is an absolute pleasure - the 700cc twin develops 72HP and 68Nm of torque - with a bike only weighing 205kg. The cross plain engine is really lively - so much so that at no point have I thought to myself that more power is needed.

The Rally saddle is 20mm higher than the standard seat. Although I'm a tad under six foot, I'm on tiptoes when stopping - even having a few heart in the mouth moments as my vertically challenged friends are used too when gravity takes over. My initial reservations about how the semi knobby tyres would handle on the road were quickly forgotten about as they handle like a dream.



All is not perfect though. The dash is wonderfully simple and easy to read (with what I personally consider enough information), but the big bugbear with numerous Tenere owners is that the LCD dash is rubber mounted and shakes/wobbles quite a lot when riding along rough roads.

This can be distracting and annoying all at the same time, but in the light of how people are, a chap in America has come up with a solution and now markets an 'anti-bobble' kit for £69. Although I haven't got one yet, it is moving up my shopping list quite quickly.

As I write this, my bike has been returned to Yamaha, as a little while ago I noticed that the spokes on both the front and back wheels had started to rust - this was all the more shocking as I do not use this bike in the winter salt, and have not ventured 'off road' yet.

Completely Motorbikes in Cheltenham requested some photos of the spokes and a few days later called to say Yamaha UK had accepted the warranty claim and authorised Completely Motorbikes to replace all the spokes. They picked up the bike and now some poor mechanic has the job of re-spoking the two wheels.

I really miss the Harley, but already I'm finding that the Yamaha is being ridden a lot more, and as it's a trailie style bike, it looks good with a bit of mud on.

Rog Brooks

REVIEW: BORESCOPE (Inspection Camera) for Android Phone

If, like me; you are prone to dropping the odd nut into an inaccessible place, and then for the life of you can't see where the darn thing went, then this gadget might be just what you are looking for. Its main uses are for vehicle inspection, pipeline probe etc but the one described here should not be inserted into any human orifice!

Bought on ebay for £6.99 (a search for *borescope* will yield endless products, usually identical but for a range of prices) this one was sold as suitable for Android, PC or tablet; with a 3 in 1 USB connector. Various cable lengths were available. It had an IP67 protection rating.

The unit was well packaged with a single-page user manual (more on that later) and consisted of a 5.5mm diameter camera on a 1.5m cable with a built-in 6-LED lamp, brightness control and a picture snapshot button. There were also three attachments: magnet, hook and 45° mirror to make inspection and fishing out lost objects far easier.

The nifty USB connector was a hard-wired USB micro with a hinged standard USB adapter and a push-on type-c adapter - all worked well. The LED lamp is powered via the USB and brightness adjusted with the thumb wheel control built into the cable; this is active as soon as the unit is plugged into the phone so could drain the battery if left connected.



3 in 1 USB connector:

Standard

Micro

Type-C

The manual was generic and covered several models and operating systems. Fortunately, there wasn't too much 'English' to confuse the reader, but it did require careful reading to determine which parts were relevant to the model bought.

There is no software provided so it is necessary to download either an app (phone) or file (PC or tablet). This is where the problems start. The manual provides guidance on which app to use but none of them worked and I couldn't get any picture to appear on the phone! Various apps were tried, and settings adjusted, but nothing produced a picture - clearly this was a compatibility problem.

To cut a very, very long story short, the 5.5mm borescope had a resolution of 640x480 and the apps could not go this low! The solution was to install an older app 'USB Camera' (version 2.6.0) which displayed a perfect picture, and saved and recorded stills and video. The only issue I had was that the various functions for mirroring and inverting the image didn't work and that snapshots had to be taken on the phone display rather than the snapshot button but that wasn't a great problem for how I intended to use the device.

Once again, simple, older software did the trick; whoever said new stuff is always better needs to re-think that advice.

The 'scope now works well - I'm off to look at my nuts.

Steve Hackett

BLAST FROM THE PAST - Steve's and Clive's round trip UK 2000 - *Part 2*

MONDAY 22nd

I had quite a good night's sleep - I was by the only window and had it open. With the river just outside it was nice, peaceful, and quiet.

"How did you sleep Stevie?"

"Not much, too quiet! What's the weather like outside?"

"WET"

"Ooooh!"

Stevie put his head back under the pillow.

I was thirty minutes on the toilet - those bloody curry sauces!

"You have to supply your own food or buy it and cook it", was the reply when I asked where my breakfast was to the youth hostel manager - "but you can have a cup of tea or coffee if you like".

An Australian couple were also stopping (must have got in after us), and they kindly let us have some bread. So Stevie had toast and I had nothing, as I had a serious wind problem which is most unusual for me - it's usually Buffy who flatulates (good job she's not typing this).

We were on the road by 09:15, fuelled up and ready to go.

On to Carlisle and then Scotland. The road from Carlisle to Stranraer was very good with lovely scenery and better farmland than I have at home. Fuel and toilet break near Newton Stewart. I said to Stevie "I thought

you might have stopped for a photo at the 'Welcome to Scotland' sign when we crossed the border".
"What sign? I never saw it". Now I am really getting worried about Stevie's eyesight - this sign was as big as a bus.

We stopped for dinner at Stranraer and Stevie posted some postcards home - isn't he a sweetie?

Back in summer gear and heading north. Stevie will not overtake - he likes to stay behind lorries - funny boy.

I was a bit worried about catching the ferry as it was a fair old way to Ardrossan, but it was OK. We got there at 4 o'clock, just missing one ferry but the last one was at 6pm. And there were only two cars ahead of us in the queue. Because we had two hours to spare, we rode the bikes to a waiting room and got some hot drinks - Stevie loves his coffee. We started planning where to stay and where we should go tomorrow and had a good laugh about Stevie not seeing things. Oh well, time to get in the queue I think. We looked outside. Bloody hell! The queue was to the far end of the docks and it was first come first served. We wouldn't catch the ferry! I rode through some bollards and jumped the queue to the back of some bikes and in front of a load of lorries and cars - I don't think they liked that, but I didn't look back and rode onto the ship and parked up. Hell! Where's Stevie? After a quick look round I saw he was on the other side of the ship - Phew - I thought he wasn't aboard. We tied the bikes down and went up on deck, lovely opportunity to take photos of Ardrossan docks and the sleeping warrior of Arran (the silhouette of mountains against the skyline). And where are the cameras? On the bikes, locked in the bloody car decks!

About eight German bikers were aboard, admiring the view as we left. I just happened to say to Stevie, "how the hell do you think we won the war against them when you see what big, strapping, fit blokes they are". "What war?" shouts Stevie. He hadn't even seen these Germans and they were only ten feet away, boy did we get some funny looks. Time to have a look on the other side of the ship.

To the north I could see what looked like a very big tower, and pointed it out to Stevie. "What tower?" he said. Well it must have been fifteen miles away but the sun was shining on it and it really stood out. "For Christ's sake Stevie, you must be able to see that!" Well, he looked and squinted and then, hey presto, he took his glasses off. "I SEE IT!". Well you couldn't stop him, he was reading signs all over the ship, he saw the lot. He didn't wear them for the rest of the trip. As he said, " I must have good eyesight to see through those glasses".

We rode the bikes off at Brodick, onto the Isle of Arran with those Germans still looking a bit cross-yonkered at us, (there's a Welsh saying for you), and found a Bed and Breakfast with a nice view over Brodick, the sea and the port. We walked from one end of Brodick to the other, looking for some food and a pint. Stevie wasn't too happy, a pint was £1.90, so we went to a café for a cuppa and sandwich. I had a piece of chocolate fudge cake. Hell, it was £2.20. That left a sour taste, and I had a good old moan about it. Stevie thought it was funny - he'd seen the price when we walked in but never told me. That boy can see a flea scratching his testicles at a hundred yards now! We went to the local spar shop, got more food and drink, sat down on the beach, and had a picnic - lovely. Stevie wasn't keen to go crabbing, especially when I threw a starfish at him.

We walked around the port and back to the bed and breakfast, sat on the bench outside and had a fag, watching the world go by. Brodick castle was lit up by floodlights. This is heaven.

217 miles

TUESDAY 23rd MAY

What a night! Stevie snoring and heavy rain all night. At one time I shone the torch on his eyes. "Get out - it's only 6 o'clock", was the angry response. Actually, it was only three thirty - he must be wearing his glasses again. At least he put his head under the pillow, so it was a bit quieter. "What's the weather like Clivie?" he said, when it was time to get up. "WET". I replied.... "Oooh!"

We thought we'd get an early ferry off Arran as it was so wet. After breakfast, we headed over the mountain around the north of the Island to Lochranza. It was pouring with rain and very misty but we got to Lochranza in time for the 09:30 ferry. It was throwing it down by now, too wet for me to roll a fag - now that is WET! I found a way to open the door to the ferryman's shed (fuel, oil, ropes, life jackets etc), and had my fag. We watched the ship/boat/glorified barge come in. It was tossing and rolling all over the place. Now this boat wasn't very big, but the waves were VERY big.

When it came in to dock, the door would open down onto a concrete ramp, the boat would be hit by a big wave, swing to one side of the ramp and have to shut the door and pull away again. After several failed attempts it got docked ok, then two seamen jumped off and ran up to me. I thought look out, I'm in for a rollicking here, smoking in their shed. "Got a light mate?" one shouted, "my matches have got wet, bring your bikes in here, keep 'em dry". I told him it wasn't worth it, we'd be on board in a minute. Then the bad news, it's too rough to land at Claonaig (mainland Scotland), and we would have to wait until the tide comes in some more because the swell was causing the boat to bottom out on the seabed between waves. "We'll try sailing at 10:45. I'll get the café to open - come on I'll need another light in a minute."

He did get the café owner to open up, and by the look of him he'd just got him out of bed as well. In the warm and dry at last, hot coffee and my boots leaving pools of water all over the place again. We went and sat down in a carpeted area so it would soak it up a bit. It still looked very rough when it was time to leave. We rode on with the cars and tied the bikes up. Stevie, neither a farmer nor fireman, couldn't tie a knot if his life depended on it. A couple of the cars wouldn't come on (us Leominster Hell's Angels are a brave and fearsome lot).

We said our farewells to Arran and off we sailed across the Kilbrann sound. Hell, it was rough! This was an open top boat so there was no shelter and most people stayed in their cars which were rocking all over the place. Stevie and I tried to find some shelter, one step forward, two back and three to the side. Stevie kept watching the bikes to see they didn't fall over. I told him to hell with the bikes, mine's alright, and there's so much rope wrapped around yours, it wouldn't hurt if it did fall over".

As we walked by a door a crewman came out with a plate of bacon and eggs. "How d'you fancy that nice runny egg Stevie?", I said. He was in the toilet for a long time after that. As for me, I stayed by the lifeboat and life jackets for the rest of the trip!

It took a long time to cross to Claonaig, in fact if it got really rough, we would have to land at Tarbert, further up the coast where it was more sheltered. When we arrived at Claonaig the boat was all over the place. We were told, whatever you do, don't stop half way down the ramp, just go for it. Well, I didn't need telling twice - if I'd had a competition bike I'd have jumped that ramp. Stevie was having trouble getting rolling, the boat was rocking so much he didn't know where upright was! As he came down the ramp he was hit, sideways on, by a big wave - you should have seen his face.

Off we went towards Oban, a great road, but we had to go steady as it was very wet and slippery.

To be continued....

MAG UPDATE

MAG chairs first ever Eco-Transport Round table

On Tuesday, 9th February 2021, Lembit chaired the first Eco-Transport Round Table ever held in Britain. This event was designed to bring disparate voices from across the transport sector together to create a sustainable, long term strategy for how we get around in the UK. MAG was represented in good numbers, with roughly one third of delegates identifying themselves as motorcyclists and MAG supporters. Other representatives from across the transport spectrum were also in attendance. Lembit believes nobody has previously managed to get such a wide range of groups together with the specific intention of creating a workable plan on transport for the United Kingdom. The group agreed three pillars for future action. These are:

- a) Emissions, health, climate: how should the facts guide policy?
- b) Fuel and power options: what's the right fuel strategy?
- c) The modal shift agenda: what's the right modal mix agenda?

Looking ahead, we'll be extending invitations to an even wider base of individuals and interest groups to input to our work and add data and perspective to the development of the policy agenda. We will hold a report back Eco Transport Round Table, provisionally in April 2021. The video recording of the proceedings will be made publicly available on the CHIPT/Voters for Motors website, and to individuals on request.

MCIA addresses MAG National Committee The head of the Motor Cycle Industry Association, Mr Tony Campbell, attended the most recent meeting of MAG's National Committee (NC) to share his vision for the future of biking from the manufacturers' point of view. In a productive exchange, it was clear there is potential to take our joint working further, something Lembit has regarded as supremely beneficial to makers and riders in the UK. There's more to come on this, but for now we can be confident that our relationship with the MCIA has improved. We've earned respect and that is important as we seek to make the best case we can for riders' rights in the years ahead, and in the face of the evolving transport agenda in the country. Many thanks to Mr Campbell for his presentation and question and answer session thereafter.

CBT discrimination The Government continue to refuse to change their stance on CBT during the current lockdown. Colin has had many discussions behind the scenes with DVSA officials and there has been much activity and communication with other groups and bodies equally unhappy about the situation. I write just before the announcement of Boris' Roadmap out of lockdown, so the issue may be resolved very soon. We will continue to watch and report on this issue.

Top of the Pops It's not every day that you get an offer from a Government Minister to seriously consider your top 5 most pressing issues, but that is the offer we got from Baroness Vere. Thanks to all who responded to our members' survey. We put a lot of work into synthesising the wide range of opinion into a coherent list with sensible discussion of how the outcomes could be influenced and delivered by the Department for transport. The final list was:

1. Consistent access to all bus lanes
2. Better Road Surfaces
3. Safer crash barriers
4. More and better parking provision
5. Simplified licencing and training

The list was made as generic as possible to cover as many possibilities as we could. We also ensured that there were real action steps behind the list that the DfT has the power to deliver. Now we will follow up the submission of the list with work to ensure the promise made is not forgotten. Devolving Progress. The key next step is to push our advantage by ensuring we secure similar commitment from the devolved administrations. We have already approached the relevant ministers in the Scottish Welsh and Northern Ireland Governments calling for direct meetings to make our point. The initial response from Ken Skates in Wales was disappointing as he claimed no space in his busy schedule, and Michael Matheson has not taken the time to think up an excuse yet. Securing the meeting with Baroness Vere took perseverance and the assistance of a lot of grass roots lobby activity from you our members. We may well be calling on you to refill your fountain pens in the coming months.

Ride To Work Day 21st June 2021 will be the 30th International Ride To Work Day. We are still uncertain about just how normal life will be by then, but Colin is already working hard on developing ideas to raise the profile of the campaign this year.

WHAT'S ON 2021

All events will be reviewed each month depending on further developments. 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

Events in Italic are non-club events.

RUNS AND EVENTS in April 2021

<p>Event: <i>South Midlands Autojumble</i> When: <i>Saturday, 3rd April 2021</i> Where: <i>Livestock Centre, Ross-on-Wye HR9 7QQ</i> Organizer's contact: <i>01989 750731</i> <i>Please check for possible restrictions and/or cancellation nearer the date.</i></p>
<p>Event: Run (Subject to Wales Guidelines) When: Sunday, 11th April 2021 Start at: 9:00 a.m. , Holmer Rd Service Station, Hereford Where: Devils Bridge Organizer: Roger Brooks, 07722424619</p>
<p>Event: Mid Week Meet (Subject to Wales Guidelines) When: Wednesday, 21st April 2021, meet at Noon Where: The Owls Nest, Llandovery Contact: Dave Therin, 07549342745</p>

UPCOMING EVENTS 2021

<p>Event: Run (Rule of Six) When: Sunday, 2nd May 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Weston-Super-Mare Organizer: Dave Therin, 07549342745</p>

<p>Event: Midweek Meet When: Wednesday, 19th May 2021, meet at Noon Where: Not being announced yet Organizer: Dave Therin, 07549342745</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 The Old Mill Café When: Sunday, 20th June 2021 Start at: 9:00 a.m. , Holmer Rd Service Station, Hereford Where: Chipping Norton Organizer: Steve Hackett, 07731 509995</p>
<p>Prescott Festival of Bikes Where: Prescott Hill Gothington Cheltenham Gloucestershire GL52 9RD <i>These are the rearranged dates for the cancelled 2020 and 2021 shows.</i> When: Sat 25th June 2022 is preview day 12:00 - 11:00 Sun 26th June 2022 for main show 09:00 - 17:00 www.prescottbikefestival.co.uk</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>
<p>Event: Run –The Old Prison When: Sunday, 11th July 2021 Start at: 9:00 a.m. , Holmer Rd Service Station, Hereford Where: Northleach Organizer: Steve Hackett, 07731 509995</p>
<p>Event: Run – Mystery Trip When: Sunday, 18th July 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 – Fish & Chip Run to Wales When: Sunday, 25th July 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Wales, details to follow Organizer: Mike James, 07762477635</p>
<p>Event: Run – The Osprey Run When: Sunday, 1st August 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: details to follow Organizer: Bigfoot</p>

<p>Event: Run – Llandoverly Loop When: Thursday, 12th August 2021 Start at: 9:00 a.m. , Holmer Rd Service Station, Hereford Where: Llandoverly , Wales Organizer: Steve Hackett, 07731 509995</p>
<p>Event: 30th Anniversary Bash When: Saturday, 25th September (Provisional date) Details to be confirmed. 2021 is the 30th Anniversary of the Club. It is hoped to be able to hold a daytime get-together.</p>
<p>Event: Run When: Sunday, 26th September 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Cotswolds Organizer: Mike James, 07762477635</p>
<p>Event: Run – Flag & Whistle When: Sunday, 17th October 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Toddington Organizer: Steve Hackett, 07731 509995</p>
<p>Event: Run – Hotspur Bar & Grill When: Sunday, 7th November 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Shobdon Organizer: Steve Hackett, 07731 509995</p>
<p>Event: Run – Fiddler's Elbow When: Sunday, 12th December 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Organizer: Steve Hackett, 07731 509995</p>

OTHER ITEMS FROM THE COMMITTEE

<p>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.</p>	
<p>TREASURER’S REPORT: Current a/c £ 4194</p>	<p>MEMBERSHIP SECRETARY’S REPORT: Membership: 132 including 26 family members</p>

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. <u>Phone 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. <u>Phone 07989 448418</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 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> <u>http://lcmcc.uk/blog/2016/02/12/members-discount-at-green-spark-plug-company/</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>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: <u>www.clubsport.co.uk/index.php/clubshops/category/85-leominster-classic-motorcycle-club</u> 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.