



THE BUSH NEWS



LEOMINSTER CLASSIC MOTORCYCLE CLUB NEWSLETTER

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Or send to Sabine Ray, Waterloo, Ledgemoor, HR4 8RJ, 07896866253

May 2021

WELCOME

The club would like to welcome our newest members Phil Cottrell from Hereford and Thomas Whitehouse from Cradley!

CHAT FROM THE CHAIR

Still not a lot happening. I have got some rides in the sunshine but only local. Hopefully, we can get out a bit more since the rule changed from the 29th of March. I have got a few walks in, real walks compared to trolling around the outskirts of Hereford. Although I have been out most days up to mid-March. You don't realise how unfit you have become when faced with a real hill. I'm really looking forward to getting back to North Wales and the mountains.

Some good news, Dave Peake is back on the road after his 12 months lay off. He is as chuffed as a dog with two tails.

Tuesday, March 30th and off to the first Worcestershire VMCC meet of 2021 at Moorlands Fishing Lakes near Stourport. The ride to Bromyard was not good, fog! Why? After all these years of making helmets can't they make one that does not steam up! I was joined by Farmer Mark, he had had the same problem. Still a good ride from Bromyard and it was great to see all the folks once more. A good turnout of over 20, all staying 2 metres apart. They do a good bacon and tomato butty.

Over Easter I did another ride in with the VMCC, this time at the Larch Barn near Clebury Mortimer and then back to the Cob House for another bacon butty. Everybody stayed well apart, so 11 worked well. Two good rides and a lot of sunshine.

Easter Sunday was great, unbroken sunshine, just right for a lovely bumble around North Herefordshire to South Shropshire.

April 12th and joy of joy the Land of the Dragon is open once more! 2020-2021 has been the worst winter I've ever had, the lockdown seemed to last forever, no walks with the group, no rides into Wales, well no ride at all. The bikes just stood in the garage.

There was one highlight when the Dragon woke from its slumber to roar once more when Wales won the Triple Crown and the Six Nations championship.

Hopefully, I will be able to go the Land of the Dragon once more this spring/summer and autumn. Snowdonia here I come!

We have just found our first group walk (April 15th) around Shobdon. Hills, big views, lots of sunshine and old Oaks (I like oaks) and back with the group. It was a very good day; things are starting to move. We will have had our first midweek meet and the third VMCC ride in before the end of April, so let's hope for a good summer. Stay Safe, Bigfoot 01432 277720

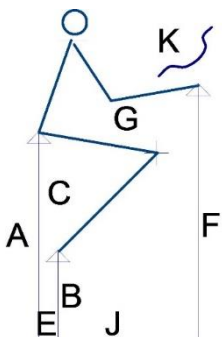
MID-WEEK MEET



Lovely turnout for the meet at A40 Café, Pencraig, including a new member and his friend. Unfortunately, the weather wasn't as good as it has been the last few days but it stayed dry, so we could all be outside which we had to anyway. I had the honour of travelling my first ride in a sidecar! It was fine and quite comfortable. A lovely day to be able to meet and chat with other people.
Ruth Caldicott.

SIZE MATTERS – is yours fit for purpose?

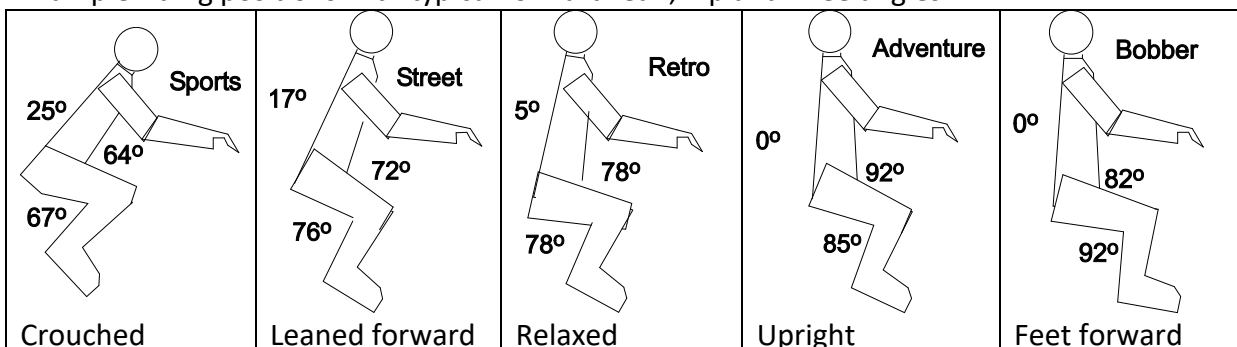
When studying a bit about ergonomics I remember being told that there is no such thing as 'Mr Average'. Clearly this cannot be true as someone, somewhere must fall precisely on the mean value for leg length, chest size or whatever is being measured. Rather it is a recognition that, probably, it is unlikely that all the mean values will coincide within one individual. Now this is something which resonates with me as I have yet to find a bike that is the perfect fit! Yet every bike seems to be made for a different size and shape of rider, so does this mean none of them is made for Mr Average? Surely, if that were the case the dimensions of every bike would be identical, or at least the so-called 'ergonomic triangle', the arrangement of bars, seat and footpegs, would follow a predictable pattern.



Some important dimensions:	
A seat height	H (A-B) seat to footpeg vertical distance (not shown)
B footpeg height	J footpeg to handlebar horizontal distance
C footpeg to seat	K handlebar width
D seat width (not shown)	Dimensions H & J are used to check measurement accuracy, helpful when drawing to scale.
E footpeg fore/aft of seat vertical	
F bar height	
G seat to handlebar distance	

Some bike reviews include the ergonomic triangle to help illustrate how it may, or may not, suit you. There are some websites and other tools which allow you to select or plug-in your own values and do the calculations for leg, hip and lean angles. See <https://cycle-ergo.com/> for one example.

Example riding positions with typical forward lean, hip and knee angles



The examples above are for a six-foot rider with 33in inside leg; the angles would differ considerably for a shorter rider or for someone with different torso to leg ratio. Not surprising, then, that finding a bike to fit straight off the shop floor is highly unlikely and the reason we spend so much on aftermarket parts and accessories to raise bars, lower pegs and pad out seats.

I'm fortunate to be tall as it means I never need to have a bike lowered or have an ultra narrow seat to reach the ground comfortably. The downside, though, is when riding a retro style bike which inevitably has a low seat height, the shorter seat to peg distance creates an acute knee angle. Locating the pegs lower down or further forward can alleviate this but the length of my arms tends to push me away from the bars so that my spine is past vertical which soon becomes intolerable.

Since I bought my V7 Guzzi I have tried three different sets of bars with and without risers in the attempt to find a long-term comfortable riding position. The OEM bars had a 125mm raise above the yoke so most of my attempts were with lower bars so that the increased angle of upper body lean would tend to put my spine in a more comfortable position. However, nothing proved ideal although much improved.

My next thought was to change the seat to peg distance by raising the seat. Before committing to additional padding and reupholstering the seat I purchased some closed-cell foam (waterproof) and fashioned a temporary seat raiser secured with straps beneath the seat. Several test rides using various seat heights failed to find a solution, in fact it was much worse as I lost the feeling of being part of the bike by being perched aloft.

So, what to do? Lowering pegs was not viable due to grounding on bends; raising the seat hadn't worked and changing the bars had seen limited success. So, it was back to the theory of the ergonomic triangle. If the seat and peg positions couldn't be changed then the only option would be to re-position the bars; but how? Nothing I'd tried had produced a worthwhile solution; what was I missing?

I decided to try to identify the optimum position for the handlebars (variable) based on the seat and peg positions (fixed) which sounds easy as there is only one unknown value. I temporarily removed the bars and sat on the bike adopting a comfortable position on the seat with feet on the pegs whilst holding a broom handle to simulate the bars. The first thing I noticed is that my knees didn't align with the cut-outs on the tank, being further forward due to leg length. Shifting slightly rearward on the seat cured this and also helped increase the knee angle slightly. Things were beginning to look up. Next, I leant forward to what I thought was a comfortable position without too much weight on the wrists. I was surprised to discover that, while the height above the yoke was identical to my current setting, I needed to move the bars rearward by about 25mm. This seemed counter-intuitive as I had been convinced that my longer limbs required the bars to be further away, not nearer.

Anyway, I checked and re-checked the dimensions until convinced they were accurate. Fortunately the solution was simple as I already had lower bars in conjunction with a small raiser so only had to purchase some bar-backs, i.e. with 20mm raise and 25mm pull back. Since fitting these I have managed a few 120 mile rides without discomfort so hope I have now found my optimum riding position. That done, it must be time to look for another bike!

Steve Hackett

BULTACO EL BANDIDO 350cc - Restoration Project Part 1



The bandido first appeared as a 350CC in 1967. This was increased to 360CC in 1968. It weighed 251 lbs and made 43.5 HPs and there lies the problem. It produced more power than the frame could handle and very few riders were competitive on it. 5000 were produced, 4500 going to the USA and 500 distributed to the rest of the world. The one my pal has had been stored in the outside toilet for 40 years and never run in that time. We got it into the van and I took the carb off and cleaned the jets, and un-seized the throttles cable and

twistgrip. Checked for a spark from the old Femsatronic ignition, still good. Put John Deere oil in the gearbox and primary drive. Fresh petrol in a sheep drench container hanging on the bars, flooded it and it started second kick to the surprise of my pal.

He then was going to sell it as was. Put it on the Bultaco Facebook owners page and was soon told how rare it was. Following some phone calls with UK based Bultaco enthusiasts he decided to bring it back to life. Not to over restore it and make it super shiny, more as it would have been in 1968. He bought original sales brochures from the USA and a workshop manual and parts book, both Bultaco items. I had the job of rebuilding the engine and he was going to do the chassis in between running the farm. I made a parts washer out of an old 8-gallon plastic drum. Set it in a frame on the work-mate with an £11 eBay pump and a length of pipe into a £1 plastic brush and running off on old 12 Volt battery. Cheap and cheerful! Red diesel was the cleaning fluid and it worked well.



On taking the engine apart it was devious that others had got there before myself and hadn't been very sympathetic with what they had done. Six-millimetre bolts over tightened and snapped, oil seal housing is the same. The crankshaft rubbing on the chassis etc... We ordered parts from the USA and Spain as nothing is available for this model in the UK. New conrod assembly including crankpin, new standard piston rings as bore was within tolerance. New clutch plates and springs and of course all new bearings, seals and gaskets.

Crankcases and outer cases were blasted by Andy Morgan on the Rotherwas industrial estate (Andy gives a discount to Leo club members for any work done). All of the bearings and seals were supplied by Bearings, Belts and Sprockets at Harrow Rd, Hereford. New fixings we got from Hereford Fastening, again on Rotherwas, who managed to find everything I required. Some were very nontypical shapes and sizes, so I was grateful for the help I had from them. The crank and conrod assembly was done by Andy Mitchell who also honed the bore, removed and made new studs where required. He was also able to weld up the alloy crank seal housing that I could then file back to its correct shape. Now that I had all the parts I started the build!

The cases were heated in the oven and the bearings put in the freezer overnight. They drop in very easily using this method. The crank cases split vertically so I screwed the right-hand crankcase to some wooden blocks to allow for the crank to protrude through the case.

I then dropped the gear cluster and made a tool to check they all selected, they did, then! When the cases were together again with a new gasket, I could only get three of the four gears, so the selector drum had turned slightly when the cases went together.

Better to check and re-tidy now rather than when finished! The gear change mechanism was then fitted and coincided to match the selected mechanism. With the fiddly bits done, the rest was straight forward. The new clutch

plates and springs, piston and rings. The rings are pegged, so dropping the barrel on was also a little time consuming needing a cup of tea and a rethink. Once on, the head was replaced, no head gasket, and good compression within.

I cleaned up the ignition components, soldered new wires to the Femsatron unit and replaced it, fitted the rotor and then tuned the ignition with a digital gauge through the plug hole and a pin in the rotor to lock it in the correct position. A new gearbox sprocket was fitted, and a new chain purchased. I painted Bultaco on the outer cases. They weren't polished as the early Bultaco don't show them to be, however the examples of restored ones in America are very shiny and sparkly and not typical of a late 1960s scrambler. A new expansion chamber was purchased from the USA. And I sprayed that with a rattly can of the VHT black paint. After several coats had dried, I gradually brought it up to temperature with the heat gun to cure the paint.

That is the engine done and returned. I think I am going to have to do the forks and start on the rest of the bike soon as working ground, drilling the spring barley and lambing is keeping the owner from doing the chassis just now. I've now done the forks with new seals etc., they have been re-chromed and the sliders polished. Yokes have been blasted and resprayed and I'll put it back onto the powder coated frame with new bearings this week and also put the swing arm back in.



To be continued

Adam Begg

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

Part 2

Still TUESDAY 23rd MAY

We saw lots of salmon farms in the loch as we went up the coast, the weather now getting better. We fuelled up and bought some food just before Oban and then we went through the sea front and parked on the pavement to eat our dinner. We watched everyone as they watched us, two wet bikers having a picnic, grinning all over their faces. What a lovely place Oban is, pity we didn't have more time to look around. Stevie wanted to climb up the McCraig's tower and pee out of the windows, I found some toilets instead. One up the coast to Fort William, I had a close one, all my own fault. The road was getting a bit drier, and I was trying to go a bit quicker. I was going around a sweep right under when I touched the white line, the bike sliding sideways, I put my foot down at about 40 mph I ended up with my foot on the back mudguard and heading straight for the ditch, my old girl doesn't like that! Still, it's a good job I did get rid of that Curry sauce or Stevie would have had a fair old mess to clean up. Stevie said I slowed to 15 mph for the next 5 miles, good job it was his turn to take the lead as we'd have taken all day to get to Fort William. Mind you, I did like following a German camper van, it took him 5 miles to get past, then we stopped to take some photos and took another 5 miles to get by again. We stopped in Fort William to find sailing times for the ferry from Mallaig to the Isle of Skye. Stevie wandered round to the tourist information office while I looked after the bikes, took my wets off and had two fags, nerves now back to normal. Stevie came

back in a bit of a panic. "Hell boy, the last ferry sails at quarter to six". It was now 4:45 PM and Mallaig was 48 miles away, we'll never make it. We decided to carry on and see what happens. Just out of Fort William is Neptune's Staircase locks and the barriers came down on the swing bridge right in front of us. The bridge slowly swung open to let a boat through. "Bloody hell, that's torn it" I said. We took off our helmets and had a good laugh about it. If only that ferry had crossed on time this morning. The lock keeper must have known we were in a hurry because after the boat had gone, he left the bridge open for another 5 minutes. We now had 47 miles to do in about 47 minutes. Oh well, never mind.

At last, the barriers went up and Stevie was gone like a bullet out of a gun. I set off at our usual pace of 55 to 60 mph Stevie was gone, no sign of him, 60 to 70 mph, still no sign. I overtook two cars, he must have already passed them, strange as we were first in the queue at the lock bridge. At 90 mph I could just about see him in the distance. Hell, Stevie had got the bit between his teeth. Actually, it worked very well, Stevie's bike being far better handling than mine, when I saw his brake lights come on, I could brake that bit earlier and the road went left, right or straight on. Mind you, if Stevie had run out of road, I would have followed him. Give credit where it's due, he does ride very well and smoothly, and we couldn't have gone as quickly if I was in the lead. Mind you, he did get very close to a lorry at one time, I loved it and had a smile on my face for miles, then, guess what, the German camper van again. He must have got ahead of us in Fort William. We were back to 35 to 40 mph again. I clocked one straight at over $\frac{3}{4}$ mile with nothing coming and Stevie still wouldn't pass. Time for me to take the lead!

We got to Mallaig and could see the ferry all loaded up and ready to sail. We had to get our tickets and the woman in the office was on a go slow until I told her we want THAT SHIP THERE! Now she got a move on and we rode up the ramp just before they lifted it. Phew, that was close. We were out of port by the time we'd got the bikes tied up and, once up on deck, were able to look back at Mallaig, a lovely little fishing port. Time to take some photos, where are the cameras? Locked in the bloody car deck, oooh! Well, at least we caught the ship and the last thing we saw of Mallaig was that German camper van just pulling into the docks...

It was quite a big ship with not many people aboard, I suppose the new Skye bridge has really affected the ferries. We landed at Armadale on the Isle of Skye, time to look for somewhere to stay, so headed up the coast and, woosh, my map tank bag flew off. Hell, it frightened me. Stevie could hardly stop for laughing (bastard), so I said, "Seen any Volvo trucks lately?" We both started laughing.

Next Stop was Broadford to fill up with fuel. Stevie heard a bit of a noise from his back brake, perhaps a stone in the disc. Bloody hell, no pads left, metal to metal, what now. We scratched our heads and cursed then decided the front brake would have to do until we could find replacements on the mainland. Bloody, bloody hell, hardly any front pads left either, nothing like preparing your machine is there? Stevie was cursing and walking round and round his bike. What to do, no motorcycle shop for miles, we could ring M+P and get a 24-hour delivery, but it was all time lost. First things first, find somewhere to stay. I had seen a bed and breakfast sign just back down the road so off we set.

We went up a long gravel path to a bungalow surrounded by scrap cars and caravans and knocked the door. Hells Bells, it's Mrs Dracula. She was about 40 years old and had no front teeth, just fangs, and a smell of cold baked beans hit us as soon as we walked in. I said the room would be fine, Stevie didn't speak, his jaw was on the floor! It turned out her son was a motorcycle nut, so we were introduced to him and his broken arm. It was the first bone he'd broken; he'll need to break another 24 to catch me up. He told us we could get pads in Inverness, about 80 miles away. It was eight o'clock by now and we could do nothing till the morning, so we went outside to get our things in. As I went out of the front door a sheep attacked me, (turned out to be the family pet), obviously my reputation as a Welsh sheep farmer goes before me! Stevie looked at his bike and muttered, "I only changed them 3000 miles ago".

Time I had a shower and change of clothes. When I got back to the bedroom Stevie was in a much better mood. Two Swedish couples had just booked in and the one woman was a real looker, about 6 foot tall and blonde. Her boyfriend was one of the biggest men I've ever seen, at least six feet thirteen, and not like the proverbial outhouse, more like a block of flats. Stevie was in love, (don't tell Rose). He'd have a lot more to worry about than brake pads if that bloke got hold of him.

Down to the local pub for a meal, and who should walk in but the two Swedish couples. Stevie had his back to them and needed a pair of wing mirrors to alleviate neck ache! Fair does, she was lovely. After the meal and a few drinks, it was back to the B&B. Mrs Dracula's husband was home by now, Charlie. He was a hard drinking hard smoking Glaswegian with a real graveyard hack of a cough on him. He'd heard of our plight and came to our room with a copy of the Yellow Pages and told us there were three motorbike shops in Inverness we could ring in the morning. This poor man hadn't seen a razor for a while and clearly liked the odd pint or two and when he coughed (which was quite often), it would last for several minutes. He was almost on his knees by the time he'd finished, not a picture of health then. What tickled me was that he kept coughing all over Stevie. After Charlie left us, Stevie went to a shower and when he came back he said, "I don't like this place, they've even got a sign written on the back of a cornflake packet in the shower saying only one person in the shower at a time!", "That's to stop you and the Swedish bird", I said. We spend some time looking at Maps to arrange a meeting place for tomorrow if Stevie had to go to Inverness for pads. Meanwhile I would ride around Skye. This had been a day to remember!

190 miles

To be continued

MAG UPDATE

National Motorcyclists Council launches The 5th March saw the formal launch of the National Motorcyclists Council. MAG is one of the five founding members of the NMC, along with the ACU, TRF, IAM RoadSmart and the BMF. The launch was an online event which drew a great deal of interest and has led to some promising exploratory meetings with DVSA and DfT already. MAG's involvement in the NMC is central and we expect the formation of the Council to consolidate and strengthen the work and achievements that we have made in recent years. In the world of lobbying, it is often impossible to claim that a single meeting or act resulted in progress. We are not concerned about credit. What we care about is ensuring that wherever progress is made it is exploited for the benefit of all riders.

'Most comprehensive Election Handbook ever' published Elections for local Councillors, Police and Crime Commissioners, Mayors and representatives in Wales, Scotland and Northern Ireland will happen on May 6th 2021. That's why we've updated the Election Handbook to be the most comprehensive guide to influencing candidates we've ever produced. The Handbook includes everything you need to know to get promises of support from candidates. Please use the elections to get commitments from local candidates and parties. You'll find this is the best time to do that – as they're very focussed on the power you have as a voter. That tends to focus their minds towards listening more and giving more back to those who ask. Here's the link to the Handbook: https://wiki.mag-uk.org/images/7/76/MAG_Election_Handbook_Version_202103A.pdf

Legally autonomous? Lembit has been focussing on the issue of autonomous vehicles, which have been rising up the political agenda at some speed. In short, there's a lot of legal wrangling going on about what autonomous vehicles actually are, how they can be used in terms of the convenience and safety considerations presented as benefits for them, and who's liable in the case of an accident. The central legal question is the one about liability. In the event of an accident, is it the occupant, the car owner or some

other entity who has to take responsibility? It's not simple. Bikers should be interested in all this because there's a possibility that road space will be segregated, so autonomous vehicles have their own space. That would further encroach on road access for those of us who actually enjoy controlling our motorcycles without the aid of a robot driver. Please let Lembit know if you hear of local autonomous trials in your locality. We're keen to take an informed view and see how this develops. We're all in favour of progress, as long as it doesn't mean going backwards in terms of riders' rights.

WHAT'S ON 2021

Latest COVID – Guidelines

Wales: from

24 Apr six people from six households may meet outdoors

26 Apr outdoor hospitality can open; outdoor visitor attractions can open.

England: Earliest dates for easing lockdown social distancing applies

12 Apr – meet rule of six (outside); cafe 6 seated outside

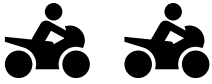




17 May – meet 30 outside; cafe 6 seated inside

21 Jun – restrictions lifted









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 May 2021

<p>Event: Run 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: Club Night When: Wednesday, 5th May 2021 Where: Dom's Bike Stop, Leominster Contact: Bigfoot, 01432 277720</p>	
<p>Event: Run (Subject to Wales Guidelines) When: Sunday, 16th May 2021 Start at: 9 a.m. , Holmer Rd Service Station, Hereford Where: To the devil and back Organizer: Roger Brooks</p>	
<p>Event: Midweek Meet When: Wednesday, 19th May 2021 Where: The Owl's Nest Organizer: Dave Therin, 07549342745</p>	
<p>Event: Run When: Sunday, 30th May 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Quatford Food Stop, Bridgnorth Organizer: Steve Hackett, 07731 509995</p>	

UPCOMING EVENTS 2021

<p>Event: Club Night When: Wednesday, 2nd June 2021 Where: Dom's Bike Stop, Leominster Contact: Bigfoot, 01432 277720</p>	
<p>Event: Midweek Meet When: Wednesday, 16th June 2021 Where: TBC Organizer: Dave Therin, 07549342745</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: <i>International Ride to Work Day</i> When: <i>Monday, 21st June 2021</i></p>	
<p>Event: Run When: Sunday, 27th June 2021 Start at: 9 a.m. , Holmer Rd Service Station, Hereford Where: Devils Bridge Organizer: Mike James, 07762477635</p>	
<p>Event: <i>Stafford International Classic Motorcycle Show</i> When: <i>Saturday, 3rd July 2021</i></p>	
<p>Event: Club Night When: Wednesday, 7th July 2021 Where: TBC Contact: Bigfoot, 01432 277720</p>	
<p>Event: <i>Ross-on-Wye Autojumble</i> When: <i>Saturday, 10th July 2021</i></p>	
<p>Event: Run When: Sunday, 11th July 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: The Old Prison, 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: Midweek Meet When: Wednesday, 21st July 2021 Where: TBC Organizer: Dave Therin, 07549342745</p>	

<p>Event: Run When: Sunday, 25th July 2021 Start at: 9 a.m. , Holmer Rd Service Station, Hereford Where: Fish & Chip Run to Wales Organizer: Mike James, 07762477635</p>	
<p>Event: Run When: Sunday, 1st August 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Osprey Organizer: Bigfoot, 01432 277720</p>	
<p>Event: Club Night When: Wednesday, 4th August 2021 Where: TBC Contact: Bigfoot, 01432 277720</p>	
<p>Event: Midweek Meet When: Wednesday, 18th August 2021 Where: t.b.c Organizer: Dave Therin, 07549342745</p>	
<p>Event: Club Night When: Wednesday, 1st September 2021 Where: Bush Inn, Bush Bank Contact: Bigfoot, 01432 277720</p>	
<p>Event: Run When: Sunday, 12th September 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Llandovery Loop Organizer: Steve Hackett, 07731 509995</p>	
<p>Event: Midweek Meet When: Wednesday, 15th September 2021 Where: TBC Organizer: Dave Therin, 07549342745</p>	
<p>Event: <i>Ross-on-Wye Autojumble</i> When: <i>Saturday, 18th September 2021</i></p>	
<p>Event: Club Meet – 30th Anniversary of the Club When: Saturday, 25th September 2021 Start at: TBC Where: Dom’s Bike Stop, Leominster Organizer: Committee (Steve Hackett 07731 509995)</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: Club Night When: Wednesday, 6th October 2021 Where: Bush Inn, Bush Bank Contact: Bigfoot, 01432 277720</p>	

<p>Event: Run When: Sunday, 17th October 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Flag & Whistle, Toddington Organizer: Steve Hackett, 07731 509995</p>	
<p>Event: Midweek Meet When: Wednesday, 20th October 2021 Where: TBC Organizer: Dave Therin, 07549342745</p>	
<p>Event: Club Night When: Wednesday, 3rd November 2021 Where: Bush Inn, Bush Bank Contact: Bigfoot, 01432 277720</p>	
<p>Event: Run When: Sunday, 7th November 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: Club Night When: Wednesday, 1st December 2021 Where: Bush Inn, Bush Bank Contact: Bigfoot, 01432 277720</p>	
<p>Event: Run When: Sunday, 12th December 2021 Start at: 9:30 a.m. , Holmer Rd Service Station, Hereford Where: Fiddler's Elbow Organizer: Steve Hackett, 07731 509995</p>	

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: **£3,826**

Outgoings: Public Liability Insurance £356.49

Website Hosting £24

MEMBERSHIP SECRETARY'S REPORT:

Membership:

134 including 26 family members

MEMBERS SERVICES

<p><u>Ian & Richard Logan</u> Welding services Phone 01886 888419</p>	<p><u>Lynda Wilshaw Classic Cakes</u> Homemade cakes baked for any occasion. Phone 01432 760540</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 01432 266164</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 07989 448418</p>
<p><u>Sheepskin seat covers</u> Bespoke sheepskin motorcycle seat covers, handmade in Hay on Wye. For more info/prices, call Laurie Phone 07952 998320 Website www.laurielewis.org.uk</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 Email www.aidansweeney.co.uk</p>
<p><u>Clothing alterations</u> Repairs & tailoring (including) leather: Sew Bright Phone 01432 352622</p>	<p><u>Drive chain oiler</u> Tutoro, Lydney Phone 01594 841097</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. Website www.gsparkplug.com 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 Phone 01291 628528</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 Phone 07973 993 049 Email info@rossonwyepcrepair.com</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.