



# THE BUSH NEWS



LEOMINSTER CLASSIC MOTORCYCLE CLUB NEWSLETTER

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*Newsletter hand in deadline is the 22<sup>nd</sup> each month*

## JULY 2021

### WELCOME

The club would like to welcome our newest member **James Southwood** from Leominster.

### NOTE FROM THE EDITOR

We are sorry to announce, that the committee had no other option than to postpone the Open Night at Dom's Bike Stop for another month.

We are all gutted but what can we do?!

But on the positive side of things, it gives us more time to organise ourselves.

As this venue is new to us and we have never held an open night there before, we need help to set it all up. We are looking for volunteers from 1 p.m. onwards to get ready.

Please give Mike Bigfoot Davies a call 01432 277720 if interested.

Also, if you are bringing your 3 wheelers along, please could you park on the grassy area as the car park isn't quite big enough to fit all of us in and makes arranging bikes around easier.



### CHAT FROM THE CHAIR

Update on the OPEN NIGHT

The committee has decided to postpone the Open Night for another month. It's now going to be on the 4<sup>th</sup> August. Thanks Boris!

Just got back from a very very wet Snowdonia, only one walk this time.

Still the sun came out for me to deliver the open night posters and for our Thursday walk with some good views. We could see the Sugar Loaf and the Brecon Beacons.

It won't quite be the same but at least we are trying. The middle week meet at the Owl's Nest went off well. 11 of us came along and we may have picked up a couple of new members. It was good to see Will again. The weather was kind to us and I had a lovely ride there and back which all in all made a good day out.

Over the bank holidays I sorted the osprey run in water wall sunshine. The scenery was shown off at its best. The new visitor centre is very good with a cafe, toilets and a TV room, showing live coverage from the nest. It was a lovely day out seeing the tiny chicks and to think in about 3 months they will fly to Africa on their own having never left the Dyfi Valley before, setting out on a 3000 mile trip.

Club night went well with some new members coming along, the rain stopped just in time. It was good to see Ruth out on her bike again.

Saturday, 5<sup>th</sup> June: very nice day blue skies, white fluffy clouds and I was up on the hills above Painscastle, walked the old tracks views forever skylarks by the hundreds, buzzards and red kites, a superb day out.

Monday, 7<sup>th</sup> June: I was off with Steve Hackett on a rocky walk around Much Marcle, again good views and lots of old hay meadows.

Another good day, June the 10th, we walked around Haugh Wood, passing through some lovely old hay meadows, some were full of orchids, a sight to be hold.

If anyone is interested  
for sale ladies motorcycle clothing:  
Leathers, 2-piece  
Two helmets, size S  
Boots size 8  
Triumph Jacket  
Leggings

For more info ring 07555 714750  
Ask for Mike

Stay Safe, Bigfoot 01432 277720

## **RUN REPORT: TO THE DEVIL AND BACK**

Nine of us gathered to tough out the weather forecast with slightly less than half of us opting for waterproofs which weren't needed on the outward journey but certainly recommended for the ride home. The new meeting location proved to be a good decision as it was much more relaxed and safer albeit less visible from the road.

Setting off in groups of 4 and 5, to comply with the letter of the law, and using the drop-off system seemed a good idea. That is until we got to the very first junction and the two groups effectively became one – aah well, the best laid plans... We did get it sorted after the first stop at Crossgates, where we collected Dave and Ruth, when we split into two groups and this time had a 5 minute gap between them.

There's little point in mentioning the first leg as there isn't much new to reveal about the A44 to Crossgates, or even to Rhayader for that matter. The fun really starts when you pass Elan village and begin the winding road alongside the reservoirs. The recent rains had left some sections with gravel and standing water but mercifully there was little traffic so progress was steady with a watchful eye. It's always interesting to see the fluctuating water levels at various times of the year.

Arriving at Pontarfynach (Devils Bridge) felt strange initially as the area around the Hafod is usually very busy, but not on this day – with just one couple intent on forming a bubble of their own. The Two Hoots café is at the Railway Station and there were a few bikers there who had travelled over from the Isle of Wight for the weekend. They were lamenting the atrocious weather they had endured on the Friday evening but were pleased that the sun was now shining and they had enjoyed a fantastic ride that morning. The café was quiet as the trains weren't due to re-start until the following day and biker numbers were low given the likely dismal weather forecast. The Wales.gov recommendation for pre-booking tables indoors appears to have discouraged many cafes from opening up indoor spaces where they rely on passing trade. This meant we were outside but under cover and moving the chairs about disturbing the no doubt carefully measured socially distanced locations!

As we neared the end of our stay our eyes moved from the tea and cakes onto the skies above and the heavy clouds wasted no time in relieving themselves of their burden. Why is it that you either leave your visor open or the helmet upturned so that the initial part of your journey is then dominated by misted vision about which there is nothing you can do. Nevertheless, we waved goodbye to the girls sitting in the (warm and dry) café kitchen and squelched out of the car park for a short run down the A4120, to pick up the B4343 then join the A44 and A470 back to Rhayader. It wasn't long before the rain eased and the sun shone so that by the time we got back to Crossgates it was a lovely day, and one to remember. Thanks to Roger for organising it and everyone else for coming along.

Steve Hackett

## **RUN REPORT: DAVE'S RUN TO WELLSBOURNE**

A bit of confusion the day before as Rogers run to chipping Norton was down for the same day but Roger and Dave sorted it out between them. Those who met at holmer with roger then came to Fromes Hill. 8 bikes then set off going through Ledbury, past Eastnor Castle, Tewksbury, Toddington, Broadway, Chipping Camden and then we missed a turning and got lost OOOPS. Turned to Roger with a sat nav who took over the lead the last 10 miles to Wellsbourne where we all managed to sit outside under a gazebo cover for an interesting discussion about electric bicycles among other things . Not the most glorious day , dull and damp but a good ride just the same.

Ruth Caldicott

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

### **Still Wednesday the 24th**

Me leading, we set off for the Kyle of Lochalsh and the new toll bridge from Skye to Scotland, a real up and over job. We expected bikes to be free, but we were in for a bit of a shock, £2.90. Cars were about £11.00 and lorries £40, no wonder they're complaining. We stop just out of Auchertyre to take some photos with Stevie's camera and my spare film (I thought only the Welsh were tight). It was a beautiful view looking up Loch Duich. Stevie took the lead after a few miles and he was in one of those Carl Fogarty moods again, like a shot from a cannon. They were good roads but a bit narrow and I decided to let him go and keep to my 60 mph. Down Glen Carron, then up over Glen Docherty, a fantastic view, just the place for some action shots. I wrote down the road, turned around and came back towards Stevie so he could take a photo of me, the road and the view behind "Did you get it?" I asked, when I came back. "No, I didn't know what you

wanted, so I took a close-up". Great, no view. Ohhh! I walked back down the road and pointed, "Take the picture when I get here OK!". Back on the bike, turn around, back down the road again and ride back towards Stevie. Click. "Stevie, you didn't get that van, did you?," "Yes", he said. "Stevie, you plonker!" Back again, to make sure we got it right. "Okay, you turn", I said. You should have seen him trying to turn his bike around in his narrow single-track road, which was very steep. With all the gear, his bike weighed a ton and his short legs weren't helping matters either. Funny thing was, I was turning around 150 yards up the road in a passing place, lovely and wide. Look out here he comes, up the bank towards me, surely, he'll slow down in a minute. No, he shot past me at about 60 mph, no chance of a camera shot. "Bloody hell Stevie, we're not taking pictures of a Grand Prix or the Isle of Man, this is supposed to be a photo of us touring the country, good times, lovely views etc!" "I thought you wanted an action shot" he said. "I'll give you action shot, get back down that bank". Well, 30 minutes and two rolls of film later and we were off, all the way up to Loch Maree.

By the time we got to Gairloch, I was feeling quite tired, Stevie was full of beans, mind you, I had done an extra 125 miles while Stevie had been shopping and fixed his brakes.

Loch Ewe, Gruinard Bay and Little Loch Broom, some lovely sandy beaches (bit cold for swimming though) and on to Ullapool to stay overnight.

We were getting a bit more confident about finding Bed and Breakfast now and if we don't like the look of a place, we have a look for another. We found a lovely little place, just off the main street, and I had another long hot bath. Christ, two in a week, must be a first. I fell asleep and woke up to find the water freezing. I also made sure I wore something to cross the landing this time.! I went in the bedroom to find Stevie playing with his aerial, so I left him alone and made a cup of tea. I put all our clothes on the radiator, including my towel he'd borrowed two nights before and which was still soaking wet. We went out for a walk, got fish and chips and ate them down by the harbour, watching the little fishing boats come in with their catches, baskets of shrimps, or were they prawns?!. Stevie didn't like them as they were still moving, never mind, more fish and chips for me.

There was one enormous trawler with radar, sonar, etc., a bit unfair next to these little boats and there was also a large coast guard ship with all sorts of electrical equipment on board.

We had a long chat with a lorry driver with a broad Scottish accent. He was heading north with a load of fish, then back to Inverness, with his young son for company, seemed like a nice job.

Slowly, we made our way back, passing the ice making plant and sea front, to the B&B, and as soon as my head hit the pillow I was asleep. Stevie really liked this place. He had one more go at his aerial. "Clivie, I've got a picture!"

257 miles.

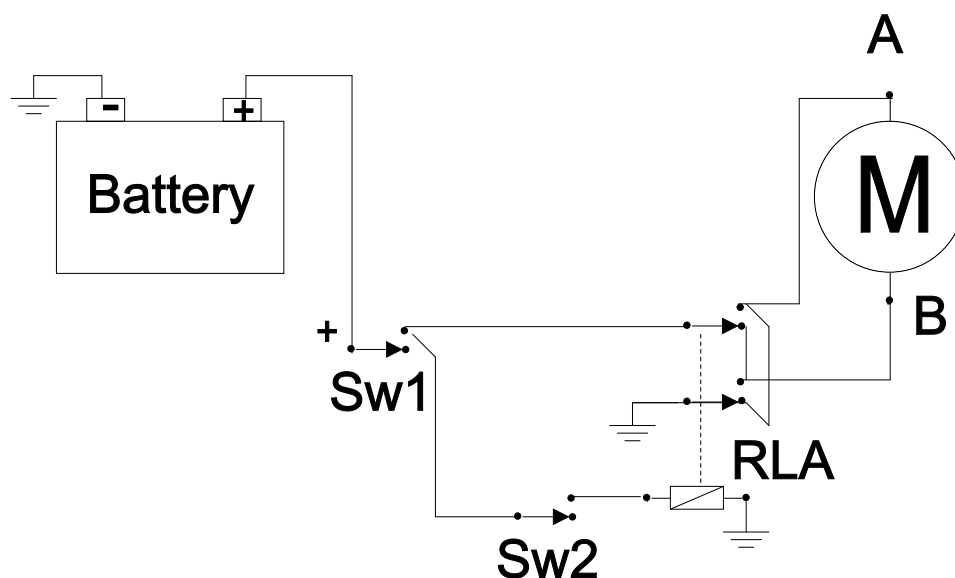
To be continued

## **FETTLING FUN PART 9: Clutching at Straws**

Having had to self-isolate before a hospital visit I had time to think (never a good idea) some more about making my clutch lever easier to pull. Previously (FF part 8) I had considered using a solenoid and proved the concept worked but couldn't source a suitable unit with an acceptable power to weight ratio. This time I had another brain wave: why not use a motor? Initially I was thinking of a linear motor which converts the rotary output to a straight line motion using suitable gearing. Trouble is they tend to be too slow to be of practical use, often with a stroke of around 1 or 2 mm per second, which would mean around 5-10 seconds to complete the clutch cycle. I considered the motors used for landing gear on model aircraft but these are low torque and just not up to the job. Stepper motors appeared to be favourite as they could be positioned relative to lever movement but these were too expensive and, anyway, I don't have the necessary skills in

this area of electronics. This just left small motors driving through an epicyclic gearbox to give low speed and high torque; all I would need would be some form of slip-clutch to allow the motor to turn independently of the clutch arm while applying force to it.

Before I got too carried away I thought about how it would be controlled. At its simplest the circuit could just be a limit switch to engage the motor with reliance on the clutch return springs to return the arm to the rest position. The problem with this arrangement would be that the return springs would have to overcome the drag of the slip-clutch and would not be able to re-instate the free play. It seemed expedient to utilise some form of reversing to reduce the load on the clutch springs and also to reset the clutch free play. I settled on using a pair of limit switches and a relay. The changeover relay had to have two poles so that the live and earth could be swapped to reverse the motor. Standard automotive relays are single pole and so couldn't be used, although technically you could use a pair of them in tandem but should one fail it would result in a short circuit. The two switches are set to operate within 2mm of each other (the free play).



Operation:

Pulling in the clutch lever operates both of the switches. SW1 energises the circuit and SW2 operates the relay providing power to the motor. Motor rotation exerts a force (limited by the slip-clutch) on the clutch arm reducing the effort needed for actuation. Releasing the clutch lever allows the clutch return springs to return the clutch against the drag of the slip-clutch (even though the motor continues to rotate) until the clutch arm allows SW2 to drop out. This is the point where the clutch is biting fully but there will be no free play. As SW2 drops out, the relay is de-energised and changes over reversing the polarity to the motor which then drives in reverse to reset the free play at which point SW1 drops out and disconnects the circuit.

Now all that's needed is to find a suitable motor and figure out how to rig up a slip-clutch. Oh, and to see whether it actually works as intended!

Steve Hackett

## MAG UPDATE

**Questions arise about feasibility of 2030 ICE ban** - Several car manufacturers have started to question the practicability of banning petrol and diesel cars by 2030. Carlos Tavares, chief executive of Stellantis, which owns Vauxhall, has suggested that requiring the automotive industry to make a modal shift from petrol and diesel to electric power could have unintended environmental costs. Mr Tavares stated that in his view cars could become the preserve of the rich as Britain and other countries around the world impose bans on diesel and petrol cars and embrace electrification. He also believes that a speedy shift to electric vehicles could have the effect of increasing costs of private transport ownership, so that there will be a significant increase in cost, to the extent that even middle classes families could be priced out of buying electric vehicles. Centrally, he has suggested the move may fail to significantly reduce carbon emissions because, like for like, electric vehicles are heavier than their petrol equivalent. MAG has made this same point for a few years. The Choice in Personal Transport (CHiPT) campaign is examining the evidence, and what Mr Tavares has said, with a view to making reasoned arguments for the continued sale of petrol-powered motorcycles.

**E10 comes step closer** - The Government is introducing legislation to bring 'E10' to the garage forecourts of the UK. DfT: Entitled 'The Motor Fuel (Composition and Content) and the Biofuel (Labelling) (Amendment) (No. 2) Regulations 2021' it lays out the regulations designed to bring E10 into mainstream use in the UK. The reason given is that it's more eco-friendly than cropbased petrol and diesel. The Government states that the E5 product currently on sale remains on after the introduction of E10, but it is expected this will be a minority use fuel. Costs are likely to therefore escalate. Lembit warns that 'the introduction of E10 will mean those riders with older engines will suffer degraded performance or engine failures. The thing is, you might not realise this is caused by the E10, and it would be very likely hard to prove. The E10, has created a lot of debate about whether it's eco-friendly, as it requires farmland that could be used for food production to be turned over for fuel production. It also this significantly increases our dependence on agriculture for our fuel, and therefore the weather will become an increasing factor.

**MAG publishes petrol motorcycle survey results.** The Motorcycle Action Group (MAG) has published the results of its snapshot survey of motorcyclists' attitudes to potential phasing out of petrol motorcycles. MAG recently ran a survey to establish a snapshot of riders' opinions about what remains technically a potential phase-out of petrol-powered motorcycles. Motorcycles are not currently included in the Government's announcement of the 2030 end-to-sales of new petrol and diesel cars and vans. It is widely accepted, however, that motorcycles are likely to be covered in future announcements as the country works to decarbonise transport. The survey attracted a total of 4,805 responses. Of these, 1,575 responses were from MAG members. The remaining 3,230 were from non-members. It is assumed that all respondents would consider themselves to be motorcycle enthusiasts due to the channels used to promote the survey. This was not a randomised sample of all motorcycle riders. The first question covered opinion on a potential phase-out of the sale of new petrol motorcycles. We refer to the phase-out as a ban for brevity. Just 8% of respondents accepted a potential ban, 36% would want to see a ban delayed and 55% were completely opposed. It is noted that complete opposition was higher amongst non-members than members (48% of members compared to 59% of non-members were completely opposed.) Eighty-three percent of all respondents want to see MAG work with other groups opposed to the ban of petrol- and diesel-powered vehicles. The third question probed attitudes to electric motorcycles. Asked whether they would stop riding altogether, keep existing petrol motorcycles running for as long as possible, or adopt electric before the end of any phase-out, 31% said they would hang up their crash helmets, 56% would resist the switch for as long as possible and just 13% would make the switch before it was unavoidable. MAG Chair, Selina Lavender, commented: "I was delighted by the level of response to the survey and I would like to thank all those that took the time to let us know their opinions. MAG always represents the views of all riders, regardless of their choice of motorcycle. We have worked hard to develop the channels that get riders opinions heard by

Government. We will not misrepresent those opinions. The raw results and graphical representations can be found here: [https://wiki.mag-uk.org/images/2/26/Petrol\\_Survey\\_Results\\_2021.pdf](https://wiki.mag-uk.org/images/2/26/Petrol_Survey_Results_2021.pdf)

## WHAT'S ON 2021

### Latest COVID – Guidelines

#### Wales:

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

**England:** Earliest dates for easing lockdown social distancing applies

17 May – meet 30 outside; cafe 6 seated inside

19 July – restrictions lifted. Fingers crossed

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

*Events in Italic are non-club events.*

### SMALL BIKES RUN

Some Members of the club have been requesting a run for smaller bikes, 50cc-125cc max. If someone would like to organise one, please get in touch with Sue Moore, our events coordinator.

### NEW GATHERING AND PARKING FOR SUNDAY RUNS

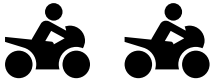
Following the refurbishment of Holmer Road Service Station, the usual meeting place is now designated as a no-stopping area (double-yellow lines). For safety, future runs will gather just around the corner next to **Enterprise Rent-a-car Vehicle Hire**. It may be accessed from either. Howdens, or on exit from the Service Station.

Be aware the waiting group will not be as visible from the main road.

## RUNS AND EVENTS in JULY 2021

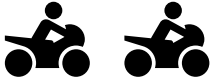
<i>Event: Stafford International Classic Motorcycle Show</i> <i>When: Saturday, 3<sup>rd</sup> July 2021</i>	
<b>Event:</b> Club Night <b>When:</b> Wednesday, 7 <sup>th</sup> July 2021, 7p.m. <b>Where:</b> Dom's Bike Stop, Leominster <b>Contact:</b> Bigfoot, 01432 277720	
<i>Event: Ross-on-Wye Autojumble</i> <i>When: Saturday, 10<sup>th</sup> July 2021</i>	
<b>Event:</b> Run <b>When:</b> Sunday, 11 <sup>th</sup> July 2021 <b>Start at:</b> 9:00 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford <b>Where:</b> The Old Prison, Chipping Norton <b>Organizer:</b> Roger Brooks	
<b>Event:</b> Midweek Meet <b>When:</b> Wednesday, 21 <sup>st</sup> July 2021, noon <b>Where:</b> Elan Valley Centre <b>Organizer:</b> Dave Therin, 07549342745	

**Event:** Run  
**When:** Sunday, 25<sup>th</sup> July 2021  
**Start at:** 9 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford  
**Where:** Fish & Chip Run to Wales  
**Organizer:** Mike James, 07762477635



## UPCOMING EVENTS 2021

**Event:** Osprey Run  
**When:** Sunday, 1<sup>st</sup> August 2021  
**Start at:** 9:30 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford  
**Coffee stop & 2<sup>nd</sup> pick up:** Crossgates, 10.30 am  
**Lunch:** Light snacks, drinks & toilets at The Dyfi Project or bring your own  
**Petrol:** Talybont  
**Finish:** Crossgates  
**Organizer:** Bigfoot, 01432 277720




**Event:** Open Night  
**When:** Wednesday, 4<sup>th</sup> August 2021, from 3 p.m.  
**Where:** Dom's Bike Stop, Leominster  
**Contact:** Bigfoot, 01432 277720

**New Date** 


**Event:** Midweek Meet  
**When:** Wednesday, 18<sup>th</sup> August 2021, noon  
**Where:** t.b.c  
**Organizer:** Dave Therin, 07549342745



**Event:** Club Night  
**When:** Wednesday, 1<sup>st</sup> September 2021, 7:00 p.m.  
**Where:** Bush Inn, Bush Bank  
**Contact:** Bigfoot, 01432 277720



**Event:** Run  
**When:** Sunday, 12<sup>th</sup> September 2021  
**Start at:** 9:30 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford  
**Where:** Llandovery Loop  
**Organizer:** Steve Hackett, 07731 509995




**Event:** Midweek Meet  
**When:** Wednesday, 15<sup>th</sup> September 2021  
**Where:** TBC  
**Organizer:** Dave Therin, 07549342745




**Event:** Ross-on-Wye Autojumble  
**When:** Saturday, 18<sup>th</sup> September 2021








**Event:** Club Meet – 30<sup>th</sup> Anniversary of the Club  
**When:** Saturday, 25<sup>th</sup> September 2021  
**Start at:** TBC  
**Where:** Dom's Bike Stop, Leominster  
**Organizer:** Committee (Steve Hackett 07731 509995)



**Event:** Run  
**When:** Sunday, 26<sup>th</sup> September 2021  
**Start at:** 9:30 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford  
**Where:** Cotswolds  
**Organizer:** Mike James, 07762477635





<b>Event:</b> Club Night <b>When:</b> Wednesday, 6 <sup>th</sup> October 2021, 7:00 p.m. <b>Where:</b> Bush Inn, Bush Bank <b>Contact:</b> Bigfoot, 01432 277720	
<b>Event:</b> Run <b>When:</b> Sunday, 17 <sup>th</sup> October 2021 <b>Start at:</b> 9:30 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford <b>Where:</b> Flag & Whistle, Toddington <b>Organizer:</b> Steve Hackett, 07731 509995	
<b>Event:</b> Midweek Meet <b>When:</b> Wednesday, 20 <sup>th</sup> October 2021, noon <b>Where:</b> TBC <b>Organizer:</b> Dave Therin, 07549342745	
<b>Event:</b> Club Night <b>When:</b> Wednesday, 3 <sup>rd</sup> November 2021, 7:00 p.m. <b>Where:</b> Bush Inn, Bush Bank <b>Contact:</b> Bigfoot, 01432 277720	
<b>Event:</b> Run <b>When:</b> Sunday, 7 <sup>th</sup> November 2021 <b>Start at:</b> 9:30 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford <b>Where:</b> Hotspur Bar & Grill, Shobdon <b>Organizer:</b> Steve Hackett, 07731 509995	
<b>Event:</b> Club Night <b>When:</b> Wednesday, 1 <sup>st</sup> December 2021, 7:00 p.m. <b>Where:</b> Bush Inn, Bush Bank <b>Contact:</b> Bigfoot, 01432 277720	
<b>Event:</b> Run <b>When:</b> Sunday, 12 <sup>th</sup> December 2021 <b>Start at:</b> 9:30 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford <b>Where:</b> Fiddler's Elbow <b>Organizer:</b> 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: £3,865.91

#### MEMBERSHIP SECRETARY'S REPORT:

Membership:

136 including 26 family members

## MEMBERS SERVICES

### Ian & Richard Logan

Welding services

Phone 01886 888419

### Lynda Wilshaw Classic Cakes

Homemade cakes baked for any occasion.

Phone 01432 760540

## RECOMMENDED BY MEMBERS

<p><b><u>Eric Rees Motorcycles</u></b>          (Run by Ray Griffiths) Discount MOTs for club members: General repairs &amp; servicing on all bikes. Agent for Helite AirBag jackets.          Phone <a href="tel:01432266164">01432 266164</a></p>	<p><b><u>Andy Morgan</u></b>          Offering a 20% discount for members off his website prices for <b>vapour blasting</b> at ATM Vapour Blasting. He also has an ultrasonic cleaning tank.          Phone <a href="tel:07989448418">07989 448418</a></p>
<p><b><u>Sheepskin seat covers</u></b>          Bespoke sheepskin motorcycle seat covers, handmade in Hay on Wye.          For more info/prices, call Laurie          Phone <a href="tel:07952998320">07952 998320</a>          Website <a href="http://www.laurielewis.org.uk">www.laurielewis.org.uk</a></p>	<p><b><u>Aidan Sweeney</u></b>          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 <b>braces</b>          Email <a href="mailto:www.aidansweeney.co.uk">www.aidansweeney.co.uk</a></p>
<p><b><u>Clothing alterations</u></b>          Repairs &amp; tailoring (including) leather: Sew Bright          Phone <a href="tel:01432352622">01432 352622</a></p>	<p><b><u>Drive chain oiler</u></b>          Tutoro, Lydney          Phone <a href="tel:01594841097">01594 841097</a></p>
<p><b><u>Green Spark Plug Company</u></b>          Not strictly a recommendation but LCMCC club members are eligible for 10% discount on items purchased online. Enter the discount code <b>CLUBMEM10</b> in the coupon code area of the checkout.          Website <a href="http://www.gsparkplug.com">www.gsparkplug.com</a>  <a href="http://lcmcc.uk/blog/2016/02/12/members-discount-at-green-spark-plug-company/">http://lcmcc.uk/blog/2016/02/12/members-discount-at-green-spark-plug-company/</a></p>	<p><b><u>Motorcycle leathers</u></b>          Repaired, altered, patched and stitched. All leatherwork considered. Traditional quality shoe &amp; boot repairs. Cobblers Cabin, Chepstow          Phone <a href="tel:01291628528">01291 628528</a></p>
<p><b><u>Ross on Wye PC Repair</u></b>          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 <a href="tel:07973993049">07973 993 049</a>          Email <a href="mailto:info@rossonwyepcrepair.com">info@rossonwyepcrepair.com</a></p>	<p><b><u>CLUB SHOP</u></b>          Club shirts &amp; other clothes etc.: Clubsport have set up an online shopping facility for us:  <a href="http://www.clubsport.co.uk/index.php/clubshops/category/85-leominster-classic-motorcycle-club">www.clubsport.co.uk/index.php/clubshops/category/85-leominster-classic-motorcycle-club</a>          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.