

The Cotswold Section of the Vintage Motor Cycle Club



Newsletter

Issue 101 – April 2015



1908 Ariel with good patina. I believe this is living in a luxury garage somewhere on the continent. I ought to have made a note of the reader who now owns it. Please let me know and I will put your name in the Apologies section of the next Newsletter.

Reg Eyre KOB1, 01242-870375 (before 9.00pm)

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Copies of the Newsletter can be obtained from our web-site, by letting the editor know that you want to receive it by email or by sending 6 stamped self addressed C5 envelopes to the editor.

June 2015 deadline is 20th May 2015

From the B190

Thank you all readers who sent me images and stories to create an Ariel Special Issue. Some images were of very low resolution and I have decided to not include these. My own involvement with Ariels, starts from my free basket case KH 500 twin. Two years later I bought my 1928 Model B side valve Ariel, which I still have. I have now ridden many examples of the Ariel from 1908 to 1965. Has anyone got an 1898 trike I could ride?

Good news! We have been awarded a VMCC prize for 'writing in the Bob Currie tradition.' Thank you all contributors.

Reg Eyre KOB

I built my own Ariel

I wanted a bike very like the 1958 Ariel VH 500 that I have enjoyed for 25 years and more than 35,000 miles but was not so heavy (425lbs with tools, fuel etc.) I knew that the HT trials frame was about 30lbs lighter than the massive twin tube Ariel road frame so thought that was a good place to start. I was lucky to pick up a trials mount with a replica HT frame as genuine HTs are more money than I was willing/able to put into the project (if I had altered a genuine HT I would probably have been drummed out of the AOMCC). Having ridden it on the road for some miles with trials gears my first job was to fit a bigger engine sprocket and standard ratio gearbox internals (sourced from AOMCC). The bike had ally rims fixed to Ariel Leader hubs and while the rear brake seemed reasonably effective the front was feeble so I got an Ariel full width hub, had a shiny new stainless rim laced to it and completed the job with a new stainless mudguard. To keep the old ally rim would have been lighter and cheaper but I was seduced by the promise of shine without regular polishing and the old guard was for an 18inch wheel and looked daft trying to cover a 21inch wheel. At the same time I replaced the old Trials Universal with modern dual-purpose rubber, which improved the steering no end. The bike had come with BSA bottom yokes which are shorter than Ariel one and so steepened up the steering angle, fine for trials but less good on the road so they were changed for some beautifully chromed standard Ariel yokes from the shed, goodness knows where they came from.

Of course the stem on these yokes was too long so an ally spacer was turned up. The next project was to fit some lights, preferably light ones. The trialler had come with a genuine Lucas Wader magneto so that was sold without difficulty as you can guess. I did not want a mag-dyno (have you felt the weight of those things?) and because the Ariel club has a number of resident geniuses (genii?) among its members one of them supplied a purpose built conversion of a 400 watt FIAT alternator which weighed no more than the Wader. Fitting this was easy but did involve cutting off the magneto platform from the RH engine plate. From the shed came an old engine plate with a broken platform so this was modified to suit by Lew Wallwork who had supplied the alternator.

This solved the problem of a power source for the lights and Boyer Bransden supplied some electronics to drive an ignition coil so all I needed to do was to buy some lamps and some wire. A good source of small quantities of different coloured wire is multi core trailer cable so I used that and ¼inch crimp connectors. I find modern lead-free solder is difficult to use so I avoid it when possible. All the wire, terminals, headlamp, tail lamp and wipers came from fascinating catalogue of Vehicle Wiring Products. I used Honda switches sourced cheaply from breakers yards, since they are neat and reliable and not out of place.



Now that I was using it regularly on the roads I found that the footrests were in the wrong place, fine if you want to stand up all day but no good when sitting down. The HT footrests consisted of a great lump of 6 mm steel stretching across the bottom of the frame and projecting each side to form footrests. Because this plate reinforces the lightweight but flimsy HT frame a 6mm ally plate was bolted in its place. For the RHS a piece of angle iron was bolted to this plate and a standard footrest bolted to that. The LHS was more of a problem because, of course, the footbrake lever was now wrongly sited.

One thing I have discovered while changing things on the Ariel is that they were actually designed to be the way they are and once you start changing one thing you need to change the next and so it goes on, seemingly without end. That is enough of the philosophical comments upon the general perversity of “things” and on with the tale.

A standard long footbrake lever was modified to pick up the existing brake cable so all I needed now was a footrest and some kind of prop stand. The footrest I had acquired was one of an earlier type which bolts up to a taper thus allowing adjustment so it was back to the lathe to make a tube with a taper at one end and a peg at the other to prevent rotation. This bolted through a convenient hole in the

engine plate. An AOMCC club mate made the prop stand for me from what had been a rear brake lever and this was pivoted on another piece of angle bolted through the ally plate. The last thing (for the time being) was a new, longer, seat to replace the saddle and give me some wriggle room. I carved a suitable shape from 15mm ply salvaged from an old kitchen table top (if you look underneath you can see the nice blue Formica covering) and glued on two layers of foam. Another club mate kindly covered it in beautifully piped black vinyl cloth.

Still on the “to do” list are a toolbox and maybe a more attractive exhaust pipe and probably a modern rear tyre to match the front and ...

Final question ”Was it worth it?”. The HT now weighs 354lbs, a saving of 71lbs so I think so.

John Hulme

Mystery photograph



Reg Glading has this early Ariel engine which he wants to convert from a bedside lamp into a usable piece of early transport. He would like to know more about it. I think it is the 250 aiv engine made before 1908?

Please contact me if you know more.

Frank Chapman’s Story

It was 1968, I was 18, and I needed a replacement work hack to get to my job as a storeman in a Morris and MG dealership near Haverfordwest in Pembrokeshire. I read an advertisement in the local paper for a couple of old motorbikes for sale in Milford Haven, so rode there from my home in Tenby to have a look. In the man’s shed were a twenties flat tank v-twin Royal Enfield and a 1950 Ariel 500 single, and he wanted £18 and £5 respectively for them, so I rode back home and asked my dad if he would run me over there so that I could buy the Enfield. He started telling me about how good Ariel singles were and how the Ariel would be a much more sensible bike for daily duties, so that is how I ended up with my first Ariel, a rigid VG.

When I got the bike home, I set about fitting a sidecar chassis with an empty

ammunition box on the side, ready for the impending winter. My sidecar riding experience was limited to about three miles on dad's Brough outfit with my mum holding it down, so the first week with just a chassis was a fairly steep learning curve. On the second day, on the way to work, I actually managed to end up with the ensemble facing completely the wrong way whilst blatting down a single-track road that was so narrow I had difficulty turning the bike around so that it was facing once more in the intended direction.



My "best" bike at the time was a Vincent Comet and the Ariel was pressed into extra service on occasion when the Comet was laid low with some expensive malady, even being used many times for the weekend run from Tenby to Bristol where I was seeing a girl. Money was tight and spare cash was spent on the Comet, so the VG didn't get the dynamo rebuild it needed and the run was done with an old car battery in the ammo box providing the juice. Several times, I'd get to Neath or Port Talbot on the way home on the Sunday night, with nothing left in the battery and have to wait until I could tag on to cars for the remainder of the ride.

I had a fairly serious accident on the way to work one dark October morning when a lorry, without any lights switched on, did a U-turn out of a lay-by right in front of me, which ruined the sidecar chassis and my beloved ammunition box somewhat, but the bike itself survived fairly well. I was told afterwards that the police were searching the hedges and fields in close proximity with torches, trying to find the missing sidecar and its possible incumbent. The VG was later rebuilt and used solo until the family moved to Oxford.

In August 1970, I suggested to my 13 year old brother Douglas that we should visit Scotland. A Watsonian Avon was procured and hitched on, and we set off for John O'Groats with some exceedingly basic camping equipment and a boot full of spanners. A couple of weeks before we left, I had noticed that the back wheel was looking a bit ropey, and had attempted to have it rebuilt locally, without success, so I obtained a set of spokes and had a go at it myself. Pretty much as an afterthought, I chucked the old spokes in the sidecar.

We left Oxford in the dry, but it didn't take long before it was raining in earnest. Setting off after our second night's camp by Loch Lomond, already soaked, we hadn't travelled far, when I heard a tinkling noise from the back of the bike. Close investigation showed a broken spoke, so hoping it would stay at just the one, we pressed on until the frequency of the tinkling increased in proportion to the heaviness of the rain to a level where I couldn't ignore it any longer, so we pulled over, I took the wheel out and replaced four or five broken spokes.

That night we camped at Bonar Bridge, I replaced more broken spokes and also had to strip the end cover off the BA gearbox to retighten the four little nuts that held the middle case to the main case as it had started to throw lumps of grease out of a joint. Next morning, we set off for John O'Groats and then Dunnet Head before turning around and heading south.

Some miles past Wick, the engine cut dead and we coasted to a halt. I looked down to see the float chamber resting on the top of the dynamo. No problem, I thought, as long as the banjo bolt is still trapped by the fibre washers. Looking closer, I was a little disheartened to see that the float chamber had, in fact, sheared off. We were miles from a town, I didn't have a spare in the boot, and it was still raining.

Attempts to fix it back with adhesive and lock wire proved futile. In desperation, I thought that if I could drip some petrol into the bell mouth, we might just be able to get moving. I broke a twig from the hedge, trimmed it up with my knife, stuck it into the petrol pipe and taped the pipe to top of the bell mouth. Turning the petrol on produced a slow drip into the carburettor. Hardly surprising, she wouldn't kick up, so we bumped the outfit and it fired, we both quickly jumped in and on. We were making forward progress, but the mixture was a bit weak, so buoyed by our success so far, I started experimenting with slightly deeper slots in the twig until I arrived at a point where she would run perfectly at a steady 45-50mph. It was a bit rich at the bottom end, but we compensated for that by turning the petrol off for a second or two as the revs dropped. Doug became very adept at doing this from the sidecar, while I concentrated on trying to reduce the on/off effect as much as possible to give the back wheel a less difficult time. A couple more stops for spokes and another gearbox tightening session, and we made it home. We upped the speed on the M6 to 55-60, just about flat out, doing the last day's stint of 485 miles in 12.5hours.

When we parked up outside home that night, there were no spare spokes left in the boot and fourteen were broken in the back wheel.



Frank Chapman

My first bike was a 1957 Ariel NH Red Hunter

Err, well, before that it was actually a scooter but I have made up for it since!

It was a 1959 Triumph Tigress 250cc four-stroke twin finished in a pretty metallic blue, registration OFA 14. It was May 1966 and I was 15 coming up to 16 and had broached the subject of buying a motorbike with my parents. To my surprise they agreed and helped me to buy the scooter for £22.50 the day before my birthday.

The Triumph had two Achilles heels; one was the absence of a cush-drive on the straight cut primary gear which resulted in frequent failure of the crankshaft pinion woodruff key, usually leaving me in the middle of nowhere; the second heel was the rider!

When it was running it would hit 70 mph with ease but I hinged the silencer up off the twin exhaust pipes to achieve this. At the time I thought it sounded pretty good too but it did singe the paint on the side panels!

Fortunately I started a four year Mechanical Craft Apprenticeship with the Central Electricity Generating Board in August of 1966 and started to be taught what tool did what during the initial one year full time college workshop course at Burton-on-Trent.

To get back to the Tigress, apart from the occasional loss of forward motion due to a sheared key, it also had a tendency for the throttle needle to jam on top of the main jet (probably because I had bent it). The first time this happened was when it wouldn't start on my parent's front driveway. I ran alongside with it in second gear dropped the clutch and watched the thing stand up on its back wheel when the engine fired up with me clinging to the handlebars. Fortunately my dad's garage door arrested forward motion of the caboodle before 10 mph was achieved. The scooter and I survived remarkably well but Dad's garage door looked a bit sad. The second time it happened was when I was giving it some (yes, 70mph on the clock) on the way to work. Of course when I came to shut off, to take a left turn, it stayed at full open! I turned the ignition off and sailed straight past the junction. The throttle eventually worked again after some wrist action but the engine was rough running. At the end of the day I took the carb top off to find the throttle needle had completely disappeared! The slide and needle were one piece turned from brass and the needle had broken off.

When it was back on the road again I mentioned that I might sell the scooter to another apprentice and he was happy to give me £35 for it so I "reluctantly" let it go.



A workshop technician at the college mentioned that he had a 1957 Ariel NH 350cc Red Hunter for sale and if I was interested it was £25. I bought it for £22 and entered the incredible world of motorcycles.

Chris Roberts



Dennis Grech's 350cc W/NG Ariel war department machine painted in Maltese camouflage. There is a Maltese flag on the back. I think this machine is kept in Malta for Dennis to ride whenever he visits his family. It makes my RAF blue W/NG look quite dull!

Ariel Miles

The editor approached me to make a comment on the long rides that I'd done on Ariels. I have written about some of them in this Newsletter over the years. But I started thinking about my 'achievements' and came to the conclusion that my personal successes are actually not that noteworthy.

Firstly, our riding in the late 20th and early 21st centuries is so easy compared to the early 1900's. Although we complain about the state of many roads they're reasonably well surfaced and clean. Compare that with those in the very early days that were simply water-bound rolled stone, a bit like some of the small number of unsurfaced roads that remain today. Secondly, there are filling stations, cafes and the like to minister to our travelling needs. We also have such luxuries as Eurotunnel to get to Europe. Thirdly we have available to us warm, dry riding gear. The only thing that probably makes today's riding more difficult now, than in the past, are all of the traffic lights, speed cameras and 40mph / 50mph speed limits.

So let me turn to the request from editor. Why consider Ariel motorcycles? This edition of the Newsletter is on Ariel motorcycles and he knows that these are still used by Ariel Owners Club members to ride long distances. In the past, just about all bike makes were used for long journeys and some may still be used this way today – but I ride Ariels and don't know about the details of other makes.

But ... compared to a number of others in the Ariel Club, I am not an extremist. So what have been my recent journeys? On two occasions I went to an Italian rally on my 1952 VH (500cc tele-rigid) each of which involved riding a little over 2000 miles. On both occasions I have ridden with others. Once I rode with a small group to a German rally and clocked up 1800 miles on the same VH. On that occasion Gary Baker was in the same group and he was on his 1930 F (girder-rigid). I went to a Danish rally on my 1929 B (girder-rigid) but I only rode 800 miles, because I took the ferry from Harwich to Esbjerg in Denmark. This was small beer compared to Chris Read who rode a 350 NH the long way to the rally

having crossed from Harwich to The Hook of Holland. A trip to Brittany with Darol and Gary Baker amounted to 800 miles (again I was on my 1952 VH). In 2011 I took part in the Ariel Club's London to Edinburgh Run. With 20 or so others I left London at about 6am to ride to Edinburgh for a meal and a bed for the night, which was 400 miles in about 12 hours. To this can be added the runs to London and back from Edinburgh the day before and the day afterwards.

Compared to the past this was an easy option. In the 50's and 60's the club annually held a London to Edinburgh Run which usually comprised leaving Hyde Park Corner at 6.30am to ride to Edinburgh and back (794 miles) scheduling to arrive at Hyde Park Corner at 9am the following day.

So what have other Ariel Club members done in recent years? Here are a few examples. In the late 1990's Len Ore and Darol Baker rode about 1800 miles to Poland with two other club members. The president of the Ariel Club and a few others went, with support, from Milan to North Cape in Norway. Some of the group rode the whole route. On another occasion, Dennis Beale rode well over 500 miles in France with two others who were riding veteran Ariels. The Ariels were from 1912 and 1913 with 482cc side valve White and Poppe engines and Dennis was on his veteran 900cc Rex V twin. On one day they did about 220 miles, and remember that these are belt drive single speed machines. Not unexpectedly they had to contend with belt stretch, which required the removal of links, belt slip and other mechanical problems. For these riders, when it rained, not only did they get wet but it made the belt slip worse. In recent years one or two have ridden from the UK to a club rally in Finland. And the thing that makes me feel that I'm still a starter in this game occurred last year. Bernard and John Checklin from Derbyshire rode 1950s Ariels to a rally in Austria. By the time they returned home, having done many miles during the rally as well, they had ridden 2800 miles. So what makes me feel small? Well Bernard is over 80 and John is just under.

All this only goes to demonstrate that our old bikes can still manage long journeys; now it's the maintenance and durability of the riders that decides how far and how often! And this year will be no exception in the Ariel Club – many miles will again be clocked up.

Peter Kent



A 1931 Ariel Sloper



An Ariel Pixie



My FH 650cc Huntmaster Project

This is my 1955ish 650 Huntmaster. I bought this not as a "basket" case, more a "few plastic buckets and cardboard boxes" case. It apparently had been all around the AOMCC Hampshire branch for a number of years, passing from hand to hand, until this silly fellow decided to resurrect it. Naturally there were some missing items, carb, seat, mudguards, lights, exhaust and wiring for a start.

The engine seemed to have been "done" but, being naturally suspicious, I stripped it. Just as well as the sludge trap was totally blocked with what looked like dinosaur droppings. I bought fibreglass mudguards and a (cheap) sparkling chrome headlamp, wired it from scratch and assembled the beast. It started easily, ran well for two minutes and seized. Upon dismantling I found that the pistons did not sit centrally in the bores, not a thing I had thought to check (well would you?)

With a new block fitted it went well, much more low speed grunt than my 500 single which I found a delight when accelerating away from slow corners. I kept it for some years but then sold it to a younger club member as it had become too heavy for an old chap.

John Hulme



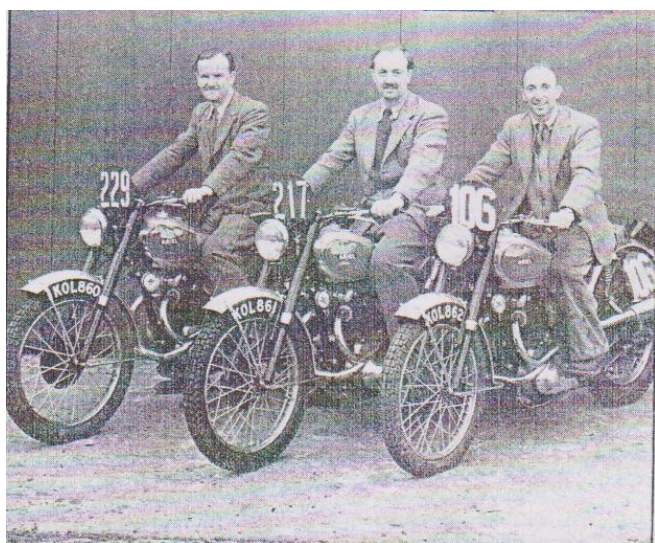
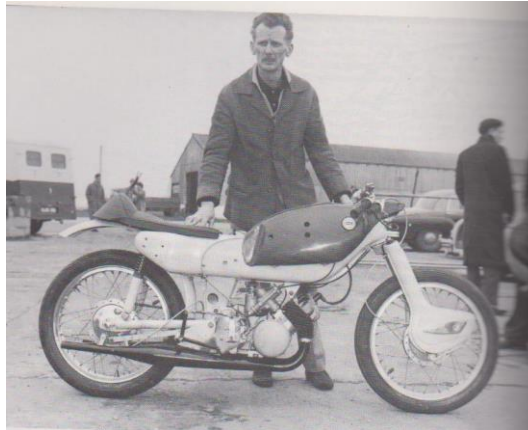
1925 500cc White and Poppe engine



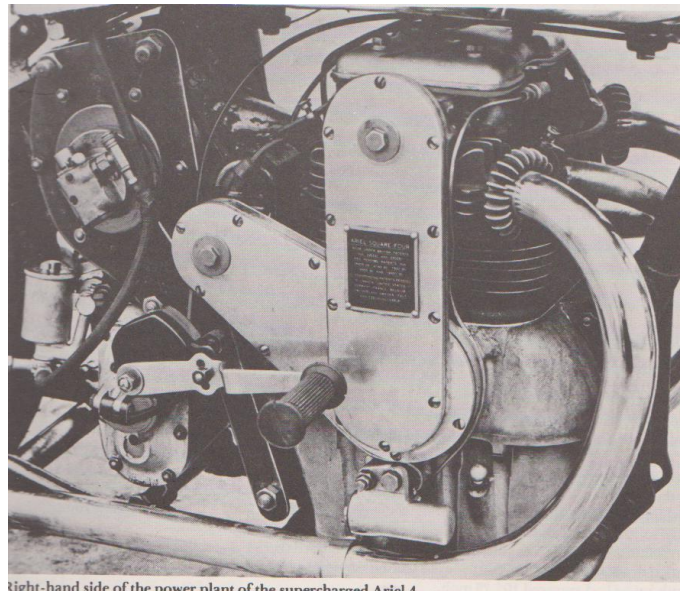
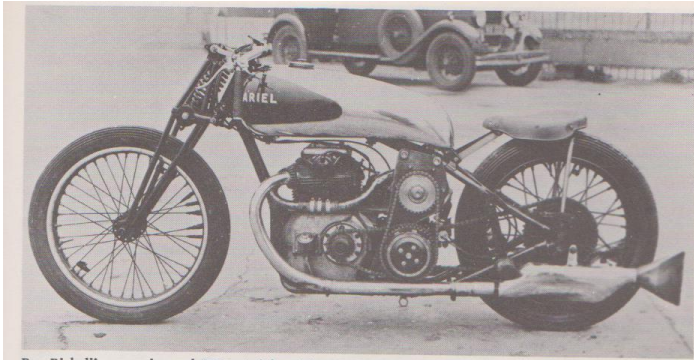
1916 500cc also White and Poppe engine

Ariel illustrations for Cotswold Newsletter supplement

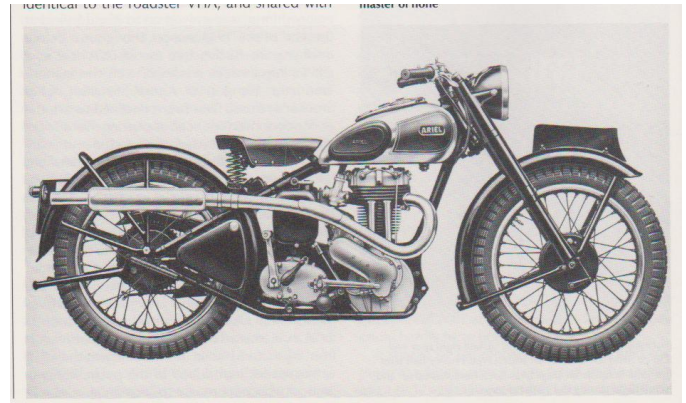
No.	Showing	Source	Comment
1	Typical clubman: Bert Perryman Brooklands mid 1930's	'A Clubman At Brooklands'	Used the same Ariel for trials, grasstrack and road racing
2	Racing Arrow	Can't recall source	Herman Meir tuned (6 th in TT?)
3	Norman Vanhouse in 1950 ISDT	Classic M/C	Super article describing the mods done
4	N.V's works Ariel for 1950 ISDT	Nov 1982	Team all got 'Golds'
5	Ariel works team for 1950 ISDT	Check date	& Manufacturer's prize
6	Val Page	M/c Sport 1966	Head & Shoulders
7	Blown 500 Ariel 4 at Brooklands	As for No.1	Build for the 100mph /hour record
8	Close up of above engine in 1933	As above	
9	Arrow pressed steel frame	OBM Sept 2012	
10	Ariel Red Hunter 1947	'Classic British Trials Bikes' by Don Morley	Basically as pre war
11	Ariel VHC or VHS 1953	M/C Sport Dec 93	
12	Cross Channel 1929	As above	Arthur Wheeler
13	Favourite motor for Sidecar outfits	As above	3 Golds again
14	Ariel Works ISDT 1953	As above	An amazing 225lbs weight
15	Sam's GOV132 Ariel Special	Classic M/c Special	Geoff Duke
16	Colt 200cc Special	Don Morley	Last production trials bike
17	Ariel HT5 1956 - 59		



These are the photos numbered 1, 2, 5, and 6 from the above table

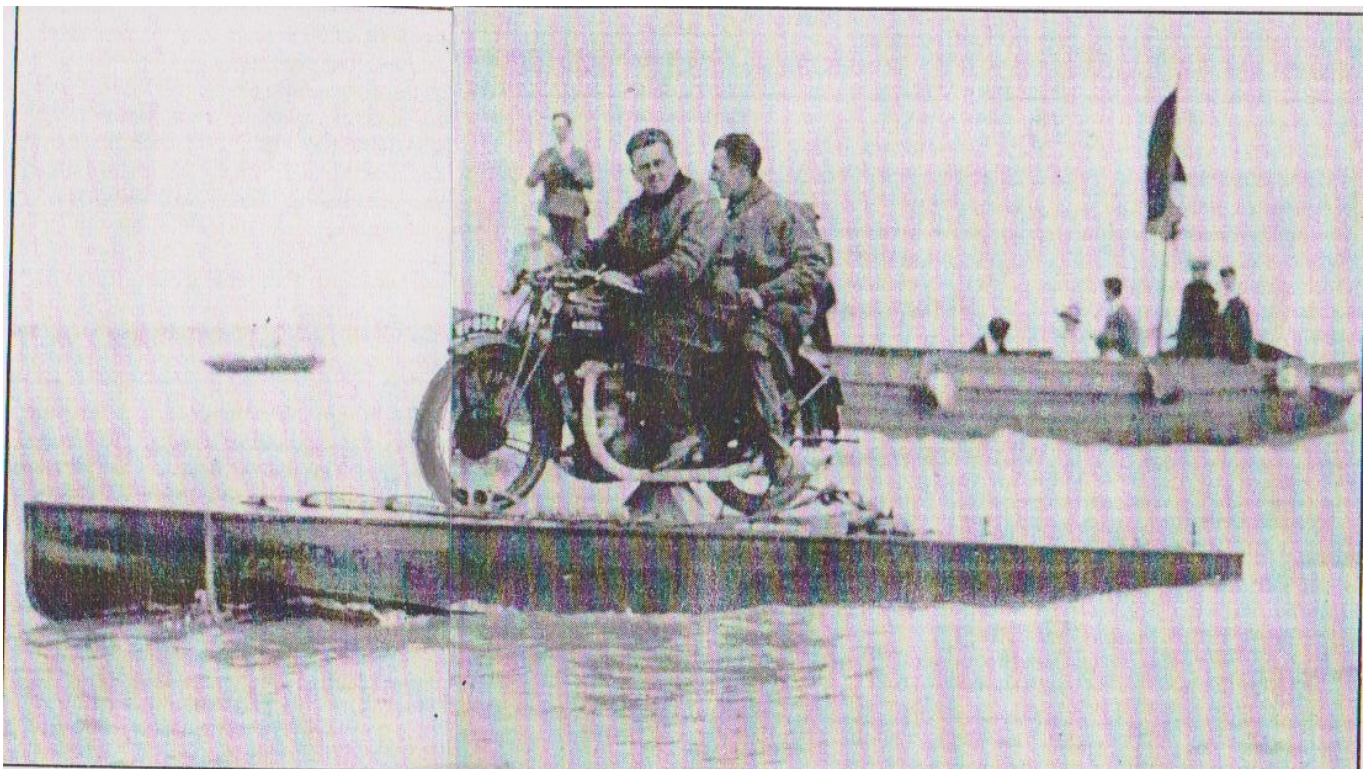


Pictures 7 and 8 from above, 'blown 500cc Square Four

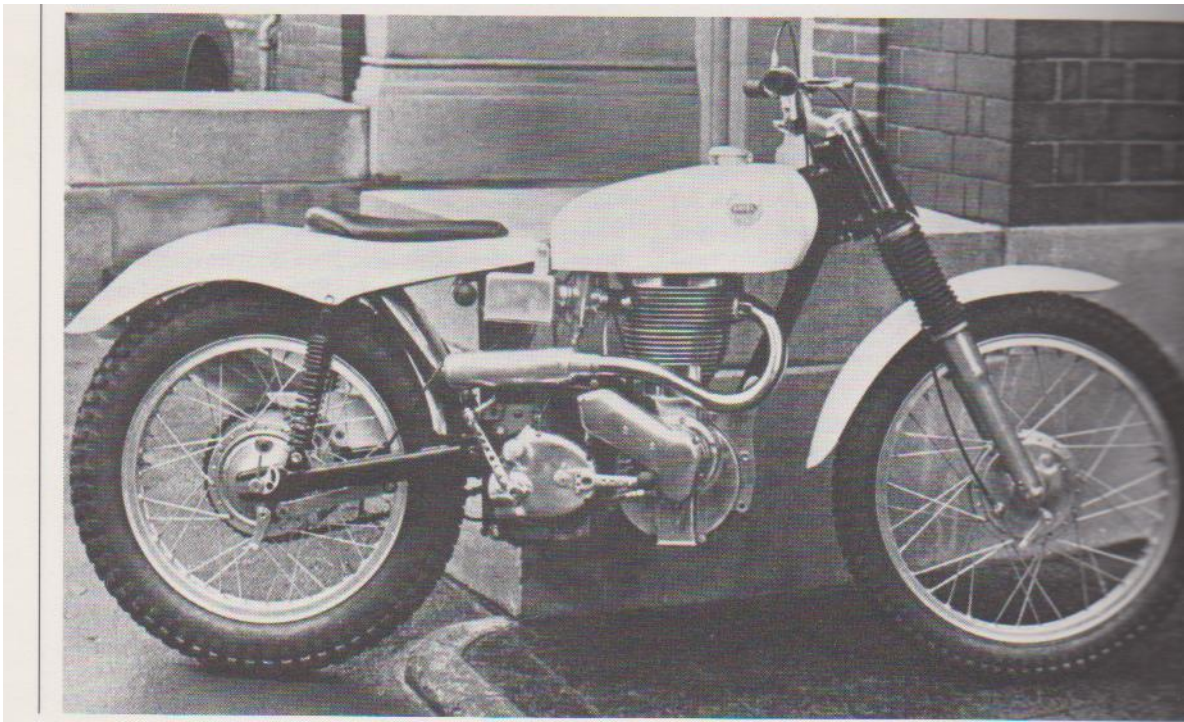


Ariel Arrow frame

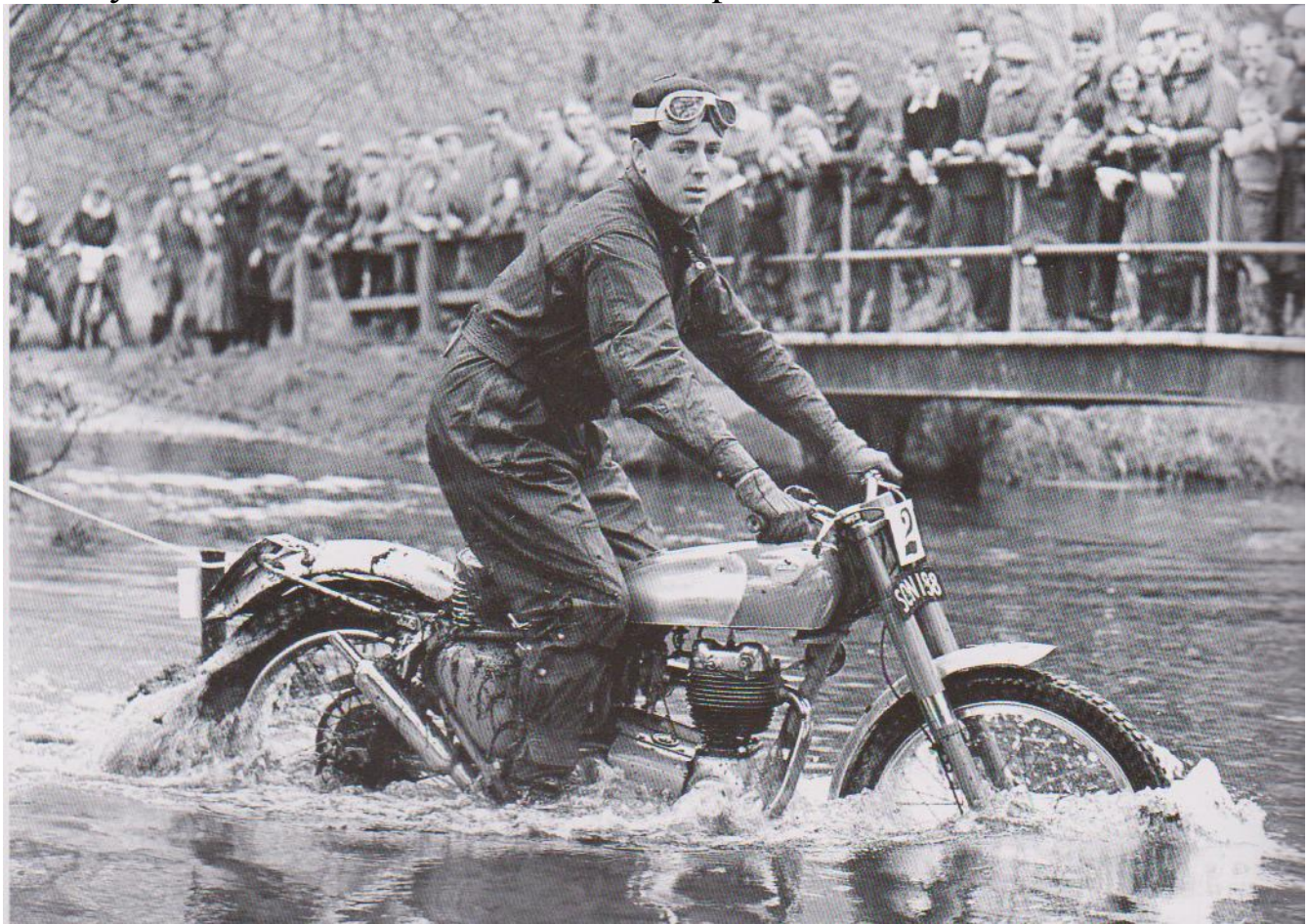
1948 Ariel 350cc



The Ariel 'Floater Cycle' crossing the English Channel – twin hulled



Sammy Miller's famous GOV 132 Ariel Special



Geoff Duke on the Ariel 200cc Colt Special

Dave also sent me a list of articles that you may wish to follow-up for yourselves. He has given sufficient information for people to trace the articles from the VMCC library.

Articles About Ariels

Three articles about Val Page

‘Val Page at the Heart of Selly Oak’ part of the designers series from Motorcycle? plus photo of shop floor in 1927

‘Bennett on Page’ – Ariel chief development engineer talks – etc. (Classic MotorCycle Sept ‘94

‘Life time of a Designer’, ‘The story of Val Page’. Motorcycle Sport May 1966

Technical Paper:

‘Developments in Motor Cycle Engine Design’ a paper presented to the Institution of Automobile Engineers by Val Page Jan 1938.

Book by Jim Lee: Recent private publication of 70 pages with many good photos

Bits of information and photos from old green ‘un and blue ‘un of Red Hunters in trials in the 30s and post war. Plus 1000cc s/car in 1939 ISDT

Ditto singles and twins in the ISDT

Norman Vanhouse article of how Ariel Team won 3 gold medals on 500 twins in 1950s boyer(photo’s) N.V was a works trials rider for 6 years for Ariel. He is very interesting about the bikes: magnesium gearbox housing, but iron engine and head, hydraulic damped rear suspension which transformed the road holding, etc. Tested at MIRA at 96 mph.

Maudes Trophy won three times in the 1930’s

Laurence Hartley tuned Ariels, good for 100mph+ at Brooklands

Eric Cheney and Harold Lines were very successful scrambling on the continent in late 1940s and 1950s with their Ariels: they wanted and achieved reliability from their bikes.

Sammy Miller and Ariels. (GOV 132) – information on the incredible weight savings he achieved.

Road racing

Perryman as a clubman at Brooklands (go to his book): trials, grasstrack, road racing with just a change of piston, cams and fuel on the same bike.

Ben Bickell’s 1000cc s/charger Brooklands special 1933

Arrows (Meier tuned) successes including TT

We thank Dave Giles for seeking out this information – Ed

Hi All

I am trying to muster some interesting bikes to support SAFFA the forces charity at the MAG rally in Salisbury on Sunday the 19th April 2015.

Any wartime or military bikes and uniforms / re-enactors will be perfect but any interesting bike would also be great.

There will be places on the stand for around 6 bikes on the stand for the day.

Please let me know if you are able and interested in attending with your machinery, I can then furnish you with more accurate information.

Kind regards

Fred Smith KOBİ – Chairman of the Cotswold Section

Pioneer Run Report 2014 – Fred Smith KOBİ

It's still dark at 05.30 when I hear Bob's van pull up in the road, ready to load up and set off for Tattenham Corner. Bob has never ridden the pioneer so this is his first time.

We arrive at Epsom and park up in a street half a mile up the course from the start. It will be easier to find it later and it's where I left my car and trailer last year. We unload the bikes, Bob's 1914 Champion with 3-speed gear. My 1909 Gradua Triumph comes out next. It's still fairly cold so plenty of riding gear goes on. We fill up with fuel and check oil tanks and stuff the odd spanner into our pockets. A pull on the tickler of the triumph's unlikely looking carb sending an arcing stream of fuel through the sunlit air; I set the levers, decompress the engine and pedal. The engine fires straight away. We warm up the engines while we check the van is secure.

Bob's ready to drop the foot clutch and go, I bump start the Triumph and off we go to the start. I have an early number so sign on and start at 08.29. It's good to start early it means the traffic is light and I get to pass all the early stuff and get a good look at it as I wave my way by them. Bob starts at 08.57 so I will catch up with him at Brighton.

I get away smartly; negotiating the first two bends and get stopped at the first traffic lights. It's an uphill bump start but I get away without any trouble, the next set are with me and I am on the dual carriageway toward Reigate. We cross a few roundabouts with traffic lights but stay lucky so no stopping until the roundabout at the M25. The next obstacle is Reigate hill, It's fairly steep but not much traffic so we whiz down on the decompressor with fingers crossed we don't have to slow down through the town and out to Crawley and Gatwick, we pass lots of slow older machines on the way to Pease Pottage. Following the blue signs we avoid getting on the M23 and we head for Handcross.

Harry Wiles is ahead on the Dreadnought going fairly quickly so I follow him to Handcross School for a coffee stop. There are a few machines in the car park when I pull up including Leon Bollee Trikes. (to be continued, with photographs!)

COTSWOLD SECTION CALENDAR – APRIL 2015 to JUNE 2015

APRIL

1 st	Mid-Week Social Run	The Gloucester Old Spot Inn, Piffs Elm, Cheltenham	01242 518310
1 st	Mid-Week Rally	The Gloucester Old Spot Inn, Piffs Elm, Cheltenham	(SO 898 261)
8 th	Mid-Week Rally	The Beacon Hotel, Haresfield, Stonehouse	(SO 813 099)
15 th	Mid-Week Rally	The Red Lion Inn, Wainlodes, Gloucester	(SO 848 258)
19 th	Breakfast Run to Prescott Breakfast Club	M&S BP Service Station, Barnwood Road, Gloucester	01793 886967
22 nd	Mid-Week Rally	The Five Mile House, Old Gloucester Road, Duntisbourne Abbots, Cirencester	(SO 978 090)
26 th	Summer Meeting	The Royal Spring Inn, Lower Lydbrook	(SO 604 169)
28 th	Committee Meeting	Churchdown Club, Church Road, Churchdown	
29 th	Club Night	The Haw Bridge Inn, Haw Bridge, Tirley, Gloucester	(SO 845 278)

MAY

6 th	Mid-Week Social Run	Fagin's Inn, Stroud Road, Brookthorpe, Gloucester	01242 518310
6 th	Mid-Week Rally	Fagin's Inn, Stroud Road, Brookthorpe, Gloucester	(SO 837 122)
10 th	Summer Meeting	The Duke of York Inn, Berrow, Malvern	(SO 782 354)
13 th	Mid-Week Rally	The Severn Bore Inn, Minsterworth, Gloucester	(SO 754 153)
17 th	26 th Cotswold Signpost Rally	The AV8 Café, Cotswold Airport, Cirencester, GL7 8BA	01285 651230
20 th	Mid-Week Rally	The Boat Inn, Ashleworth, Gloucester	(SO 819 251)
26 th	Committee Meeting	Churchdown Club, Church Road, Churchdown	
27 th	Club Night	The Haw Bridge Inn, Haw Bridge, Tirley, Gloucester	(SO 845 278)

JUNE

3 rd	Mid-Week Social Run	The Old Neighbourhood Inn, off Midway, Chalford Hill, Stroud	01242 518310
3 rd	Mid-Week Rally	The Old Neighbourhood Inn, off Midway, Chalford Hill, Stroud	(SO 896 032)
10 th	Mid-Week Rally	The Carpenters Arms Inn, Miserden, Stroud	(SO 937 088)
17 th	Mid-Week Rally	The Rising Sun Inn, Moseley Green, Parkend, Lydney	(SO 631 087)
23 rd	Committee Meeting	Churchdown Club, Church Road, Churchdown	
24 th	Club Night	The Haw Bridge Inn, Haw Bridge, Tirley, Gloucester	(SO 845 278)

Please note changes of venue