



THE BUSH NEWS



LEOMINSTER CLASSIC MOTOR CYCLE CLUB NEWSLETTER

Website: www.lcmcc.uk Email: lcmcc@ymail.com

November 2016

WHO'S WHO

The current officers and committee members of the club



Back row: Bob Dean (Social Secretary) Terry Bass (Treasurer & Facebook Administrator) Ken Griffiths (Takes over as treasurer during current year) Dave Peake (Acting Secretary)

Middle Row: Denis Rowlands (Events Co-ordinator) Steve Hackett (Chairman & Webmaster) Mike (Bigfoot) Davies (Archives)

Front Row: Mike England (Newsletter printer) Lynn Longman (Membership Secretary)

COMMITTEE UPDATE



The AGM has been and gone and I've been promoted from vice grip to controller! Thanks to everyone who supported my appointment. Also joining the committee as a very welcome addition is Kenny Griffiths who will take over the bean counting from Terry as the year unfolds. As ever there are opportunities to help the club by giving a little of your time to help run events etc so please do come forward, it really does make a difference.

Heard that at club night a pub customer, who happened to be a member of a prestigious car club, was interested to know how many members we had and how much the subs were. He couldn't believe we could even begin to offer free food nights as the sums just don't add up. Of course, if every club member turned up we would soon run into difficulty but it's those members who support the club yet don't attend frequently that make it achievable. As long as the club can continue to provide sufficiently interesting activities and events, then membership will be sustained – that's our challenge.

Only a few bits of feedback received so far on how we can improve the club. While they are not 'statistically representative' they nevertheless are all valid and already we are looking to include cafés as well as pubs in the mid-week meets. Another suggestion was to look into organising a mini-bus for trips such as to the NEC and to Sammy Miller's museum – definitely worth considering so if anyone would like to have a stab at arranging something then we would be pleased to hear from you. Understandably, there was no clear picture emerging about runs with some preferring all day outings and others would like to do mornings only to leave time for family in the afternoon. There is never any compulsion to stay for an entire run, of course, but if the lunch stop is a long way from home then options are rather limited. So, we'll try to have a range of runs to suit all tastes – diversity is the spice of life.

Keeping the club viable and vibrant is crucial and when over the year we noticed the pub getting busier, with increased trade, more diners and more cars and, on more than one occasion people drove in and drove straight out again, it got us to thinking that we might be having a detrimental effect on the business as 'bikers' don't always enjoy the best press. Given that we stack out the car park on Open Night we wondered whether it was time to search for a larger venue and eventually realised that there were few alternatives around but did identify 'Luctonians' as a possible site. Costs, though, were £400 per year with a further hike in food costs so not a decision to take lightly and one that would need to be approved by members in any case. Before bringing it to members' attention, it was important to make sure we had all the facts so we met with Nick and his team at the pub to see whether we were affecting the business negatively. Hindsight is truly a wonderful thing and had we only done this first we would have been saved much work and heartache. Nick was absolutely clear that as far as the pub was concerned we were a fundamental part of the business and had been for some 15 years and if people drove in and out again then that was just part of normal activity. He said he saw us as friends not customers and we would always be welcome there and that business is not all about growth and making money, it's also about having a sensible working life. So, all things considered, an expensive, larger car park didn't seem much of a decision so it was shelved. I explain all this for two reasons really, firstly, to give you an insight into committee workings which is not always evident from the outside, and secondly, to keep everything open and honest and to reassure you that we have the club's interest at the forefront of everything we do but ultimately big decisions are yours to make.

Membership is at 168 and if I take one thing from Dave Therin's excellent run on Sunday last, it was that he made provision for the Malvern club to join us on the run and it's this spirit of inclusion that will keep us strong. Hope to see you at the next club night where we host a speaker from the Midlands Air Ambulance Charity and will present MAAC with a cheque for £1000.

From the easy chair.

MOORE MUTTERINGS:



After more than a year of editing the Newsletter I think now would be a good time for someone more involved in Club activities and better known to the members to take over.

I enjoy putting it together and learning more than a few new computer skills but am struggling more and more as time goes on to drum up articles. With very few free weekends between March and October it's rare for me to be able to take part in the Club activities and get to know many of the members, I'm concerned that if the downward trend in articles continues the Newsletter will be reduced to the

Calender and run sheets.

If you're willing to give it a go please speak to any member of the committee or drop me an email.

(Sue Moore, email: bobandsuiz@hotmail.co.uk).

THE BEF TOUR 2016



Every year a bunch of bikers (Bikers Expeditionary Force) take a four-day trip at August Bank Holiday around some part of France. This year was no different and twelve of us took to the road covering some 1,350 miles.

Carol and I had pre- booked overnight accommodation in Poole for the Friday night. Travelling down in the afternoon in heavy traffic was sweltering in the hot sunshine so we were glad when we arrived to shower and change at the digs and take in the Poole nightlife.

Now the truth is, we have never stayed in Poole before, and we were only a half mile from the sea front, so we parked up the bike and strolled into town for something to eat. What we did not know is that every weekend in Poole there is a seafront event Free!! On this occasion it was the American Car and Truck enthusiast night. The place was crammed with loved and cherished vehicles of all sorts from turbo charged mustangs to pickup trucks. We had a great time deciding which one we wanted and agreeing on the OTT ones. A lovely stroll back along the seafront was only marred when we recognised that a toilet stop was imminent. Suffice to say there was nowhere to go which meant a very fast paced speed walk back to the digs.

Next morning in beautiful sunshine at 6am we rise to meet the rest of the group at the local Tesco store to fuel up and catch the 8.15am ferry for Cherbourg. After a relaxing crossing we mount our bikes and head south to Mont St. Michael on every D road we can find. On the way we passed through the natural salt beds which are farmed by the locals. You can pull up and buy a bag of salt if you are that keen. Not a good idea where space is restricted on a bike. Due to time constraints we take in views of the Mount and travel on to Vitre where we spend our first night. We stayed in the central Ibis hotel. It is an average low budget place and yet they still charge for parking including motorcycles.

Next day we head to La Fleche via La Baule. We stay in a hotel called Le Vert Galant that proudly state they have their own bar? What they did NOT say was how little beer they had! We drank it dry in an hour and had to head off in search of other offerings. Not one to go back to.

Day 3 we head to Rouen via Alencon and Honfleur. If I am honest I liked Honfleur the best. A lovely place with a half-timber ornate church mounted on the crest overlooking the water front.



At Rouen we stay at the Hotel d'Angleterre. We called it the Shoe Box.

Day 4 we head to the Tunnel and home. A nice trip. Nearly as good as a Sunday jaunt with LCMCC, just a bit longer.

Ride Safe
Malcolm Copson

THE CLASSIC DROVERS RUN

On September 11th 17 intrepid members set forth to follow some of the routes the Welsh Drovers used to bring their animals to the markets of Builth, Leominster, Hereford, Gloucester and Smithfield.

The 1st was from Mortimers Cross to Lyonshall then from Kington over Brillley Mountain. Morning coffee was taken at Church Barn Whitney.

The next set of drovers roads took us from Rhydspence (an old drovers inn) over to Paincastle. After Builth we then followed the route to Newbridge-on-the-Wye where the ford over the River Wye used to be.

After lunch at Elan Valley we then followed the old road to Cwmystwyth, then to Tregaron and on to the granddaddy of all drovers roads, the Tregaron to Abergwesyn-Beulah pass. This is my favourite 19 miles of true fun and riding my Royal Enfield made it even better-following in the tracks of the works riders like John, Pat & Vic Brittain, Jack Stocker, Don Evans, Tom Ellis, and Charlie Rogers when both they and Enfields dominated the International six days and Welsh three days trials through the 40's and 50's which was run through Mid Wales.

Our last road, which is now the A483 took us to Builth Wells and our farewells. My thanks to you for keeping me company and a big thank you to John and Sue Peters for looking after the tail end. I won't say a word about the pair who tried to widen a junction with the right hand cylinder of their Airhead BMW.

We had a great day. I trust you all enjoyed it as much as I did

Ride safe
Bigfoot

TOOTLING AROUND FRANCE, BELGIUM & HOLLAND

Way back in the year my mate from Doncaster, an avid motorcyclist, and I talked about a trip over the water just for fun and a "boys away" trip. I suggested we went back to an old haunt of ours introduced to me by the LCMCC through Steve Worth and visited by a gang of us including Big John Rayner and George Vaughan. That place is the Bikers Loft at Groenedijk in Belgium. We booked on dates to suit us and agreed a four day tour to take in sights in France, Belgium and Holland.

Now those who read a recent newsletter will know I had to rush out and buy a new bike following a fire burn out so I was on my new second hand 2011 BMW R1200RT MU. What a great tour bike it is. I love it.

We set off on Wednesday 27th July 2016 and met in digs at Dover to catch the Eurotunnel early Thursday morning after a hearty breakfast. The weather was fantastic from start to finish although rain threatened at times. I always use the same digs in Dover and the owners always make us welcome. We went out and bought ourselves fish and chips and were invited to share the evening in conversation with the owners whilst we ate. Three hours later we turned in.

We had decided what to visit in advance, so first port of call was Eperlecques about 20 miles from the terminal. Eperlecques boasts the biggest German bunker in Northern France. It opened to the public in 1973 and in 1985 awarded "Ancient Memorials" status, and is famous for being the 1st Launchpad for the V1 and V2 flying bombs.

From Eperlecques (Calais) we went to Gravelines to take in the sand, sea and sun. From here a 4.5 mile beach, the Loon Plage, runs through Dunkerque to the Belgium border and is where over 330,000 allied troops were evacuated during Operation Dynamo May 26th to June 4th, 1940. 250 small boats were lost during the evacuation.

From there we headed to the Bikers Loft in Groenedijk, Belgium. This converted garment factory lies nestled in the countryside up a sleepy lane with no neighbours to encounter. The hippyish owner of 10yrs runs simple but functional bikers' accommodation that is clean, tidy, and cheap. Dedicated primarily to Bikers you cannot be there more than an hour before talking bikes and trips to all and sundry.

Day 2 see us on the road bright and early at 9.30am after a hearty breakfast. We head to Kortrijk. This is a lovely town with nice walks along the banks of the river Leie. From there we head to Lille. Close to the Belgium border this quaint town boasts a lovely square to sit, have a beer and people watch. We then go to Ypres on the way back to view the much loved war memorial.



Day 3 see us off to Ghent. This lovely town of canals mean a boat trip is a must. We take in a shopping trip to get wine for the evening and chocolates. From Ghent we head to Bruges.



The square is famous for horse drawn carriage rides but we did not take up the offer. We did have a beer though!!

Day 4 see us heading home through back roads back to the tunnel. 950 miles of fun motorcycling without too much time in the saddle. Using my new TomTom 410 Rider in off motorway mode we enjoyed a full trip of rural France, Belgium and Holland.

Next year the Isle of Man. Ride safe. Malcolm C

ROADS LESS TRAVELLED: A RUN TO TODDINGTON

It's not often we go east into the Cotswolds so, when Dave Therin put on this last-minute run after Den's Burn Up had to be cancelled, it meant we'd be on unfamiliar roads (to many) with unfamiliar stops (to some). Waking at 7am to hear the rain belting down wasn't the best start to the day but as the forecast was for heavy rain early on with a gradually improving picture from 10am we were all hopeful. As it turned out for once, it was entirely accurate.

Amazing to see a good turn-out at Holmer Rd (seventeen bikes, I think) including Bigfoot on his outfit. The first part took us along the A4103 to the Cowley Rd turn and into Malvern. What with a road closure and quite a few junctions, it wasn't long before we got split up and at one point I had no-one in sight to the front or rear; this would test the effectiveness of the drop-off system I thought to myself. The longer I had no other bike in sight the more uneasy I began to feel as I questioned whether I'd not been paying attention and missed a turn. Hold firm, I thought, someone will be at the next junction; and so they were. We pulled up at the Three Counties Showground in case anyone from the Malvern Club would join us and within a few minutes everyone else had arrived and we regrouped successfully. Throughout the day the same pattern repeated, especially where traffic and junctions were busy; although I think I may have cocked it up at the end of the day – more on that later.

First stop was at Starbucks, Tewkesbury which was OK on balance. Yes, service is a bit slow because they don't use instant coffee and a sudden influx of twenty folk would tax any system. Interestingly, I had never noticed before but the place is geared to short transit stops with stools at shelf-like tables and the majority of tables having just two seats.



Onward through some pretty Cotswold villages where the houses and cars got bigger, more expensive, newer and clean! Broadway gave us the opportunity for a fag break where we filled the allocated motorcycle parking bay much to the bewilderment of the other users.

A quick blat up Fish Hill (lovely) took us to higher ground and into the wooded section from the Broadway tower to Snowhill which has a magical feel to it.

Roads deteriorated with leaves, gravel and slippery surfaces leaping up to catch out the unwary, especially the curvaceous downhill section of the B4077 from Stump's Cross to Stanway but we were up to it and made it to the station without incident.

Never having been to the GWR station at Toddington before I was surprised to see the scale of the operation and impressed with the amount of rolling stock there; clearly a must-see for enthusiasts.

Having fed and watered some were making their own way home and others travelling with the group. I had a personal route plan home and set off some time after the group had left catching them up at Greet. Oh well, I thought,



might as well join them until our ways part again. Big mistake! As I progressed forward in the group as normal when riders stopped at junctions, everything was fine until we arrived at the A38 where they were turning right and I was going left. I waved goodbye to the rider marking the junction and, when the lights changed, off I went only to see him leave the junction too. Oops, big cock-up! What had I done? What is it I'm always banging on about? The drop-off system **will** work as long as everybody follows the rules. I can only say sorry to those still trying to find their way home!

Well, I had a great ride with some great friends in some great autumn weather, pity I was such a great twit!

Steve Hackett

NEWS BITS

October Club Night raffle prizes donated by: Colin Lancaster, Steve Hackett, Bob Dean, Frances Bass, John & Sue Peters, Phil Ball, Steve Keith, Ron & Chris Moore. Raffle seller Bob Dean. £63.00 Raised for Club funds. Cake Auctioneer Dave Peake £6.50 raised.

Steve H has been busy putting together a **list of cafes** (arranged by town) including address, phone number and useful comments. You can find on the Club website in downloads <http://lcmcc.uk/members-area/downloads/>

FOR SALE



YAMAHA FJR 1300 2002 silver 76000 miles. Just had its 3rd major service. Many extras inc heated grips and panniers. £2500 Dave Browning 075 278 03509

2 very nice First Gear heavy grain leather 'Scout' **motorcycling jackets** purchased in the USA. Anyone interested can contact me by email, pottshardy22@hotmail.com

2 x **Spark Plugs** Repl NGK BM6A Champion CJ8 Mini Moto £3.99 Terry Bass 01432 355683

Complete **tow bar** for Merc Sprinter Van/Motor Caravan £50 Ron Moore 01544 38 621

Craven Carriers, Various £25 each Ron Moore 01544 388 621

Ariel (1950's) 42 teeth **rear sprocket** £25 Ron Moore 01544 388 621

Handle Bar Screen for older bike 50/60's with apron, well made £30 Ron Moore 01544 388 621

Avon **handlebar screen** £28 Ron Moore 01544 388 621

Motorcycle chain **rivet extractor** £6 Ron Moore 01544 388 621

Brand new battery, purchased 8th Oct in error ... turns out it is Larger than my existing bike battery. Electrolyte has been installed, "seller" won't have it returned for refund.

Measures: 150 (l) x 87 (w) x 146 (h) ... price £38** Dave Walsh 079 677 20245

MEMBERS SERVICES

Eric Rees Motorcycles: (Run by club member Ray Griffiths) Discount MOTs for club members: General repairs & servicing on all bikes. Agent for Helite AirBag jackets. Phone 01432 266164.

John Baber: Car components, service equipment, motorcycle batteries and car number plates discounted to club members. 07798 573337 or 01981 250004

Richard Logan: welding services 01886 888419.

Terry Bass: Chainsaw chain, ultrasonic cleaning for motorcycle carburettors, stockist of Peek Metal Polish, genuine parts available to order for Hinckley Triumph & Honda (1990 to date, including bikes, mowers, generators etc). Up to 10% discount on genuine parts and massive savings on pattern parts (normally in stock for lawnmowers generators etc.). Phone: 07968 648237 or see www.terrybass.co.uk

Bill Wilson: operates his own transport business.07791 751954 (anytime).

Lynda Wilshaw Classic Cakes. Homemade cakes baked for any occasion. Phone 01432 760540

Dave Robinson (Kington Farm Supplies): 10% discount to club members for Morris Oils including Classic single grade SAEs or Classic Film multi-grades, semi & full synthetic oils and good quality tools including AF & some Whitworth. 01544 230661 and ask for Dave.

RECOMMENDED BY MEMBERS:

Clothing alterations, repairs & tailoring (including) leather: Sew Bright 01432 352622 (Highly recommended by many members)

Seat repairs: Buck Hardman 07788633722 (repaired Bigfoots seat on the Ariel)

Drive chain oiler. Tutoro, Lydney 01594 841097 (recommended by Bigfoot)

Sheepskin seat covers, canvas bags, sheepskin slippers and boots (Local supplier) web site: <http://www.yurtmatters.co.uk> Email: yurtmatters@yahoo.co.uk Tel 07952 99832 or 01981 510271 (made comfy sheepskin seat cover for Bigfoots Ariel)

Not strictly a recommendation but **LCMCC club members are eligible for 10% discount** on items purchased online at the **Green Spark Plug Company**. Enter the discount code CLUBMEM10 in the coupon code area of the checkout. website: <http://www.gsparkplug.com/> more detail here: <http://lcmcc.uk/blog/2016/02/12/members-discount-at-green-spark-plug-company/>

www.aidansweeney.co.uk/ . AidanSweeney, 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: It can be difficult finding a pair with decent clips that don't let go with a twang at critical moments, without resorting to the industrial type with crocodile clips. I can recommend these, not cheap but I have wasted (waisted) loads on supposed quality braces with inferior clips and Aidan is a smashing bloke to deal with.
– Brian Johnson

Traditional Boot & Shoe repairs (including replacement zips) C Westbury, 5 The Homend, Ledbury - Opposite Ledbury Clock Tower) 01531 632001 – Sue Moore

CLUB SHOP

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 £1.00

Club stickers (small £1 large £1.50) all available from Bob Dean & Lynda Wilshaw at club nights

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 Data Protection Act of 1988 and will only be used to contact you on club matters.

MID-WEEK MEET

Date: Wednesday 16TH November

Venue: New Inn, Fownhope HR1 4PE.

Meet from 12.00 noon for lunch or just a drink and a natter

WINTER MEET

Date: Sunday 27th November

Venue: New Inn, Pembridge, HR6 9DZ

Meet from 12.00 noon for lunch or just a drink and a natter

CALENDAR OF EVENTS 2016/7

(Events in italics are non-club events and advisory only, details should be checked)

	NOVEMBER		DECEMBER
Wed 2 nd	Club Night – Talk by Midland Air Ambulance	Wed 7 th	Committee Meeting
Wed 9 th	Committee Meeting	Wed 14 th	Club night- Christmas Meet
Wed 16 th	Mid –Week New Inn, Fownhope, HR1 4PE	Wed 21 st	Mid-Week Rita's Tea Rooms, Adlenhouse Eardisland, HR6 9BD
Sun 27 th	Winter Meet, New Inn, Pembridge HR6 9DZ		

	JANUARY		FEBRUARY
Sun 1 st	Top end run	Wed 1 st	Club night
Wed 4 th	Club night	Wed 8 th	Committee Meeting
Wed 11 th	Committee Meeting	Sun 26 th	Winter Meet (provisional) The Royal Oak, Bromyard Downs HR7 4QP
Sun 29 th	Winter Meet, The Castlefields, Clifford, Nr Hay-on-Wye HR3 5HB		
	MARCH		APRIL
Wed 1 st	Club Night	Sun 2 nd	<i>Bromyard speed festival</i>
		Sun 9 th	Prescott Bikefest
Wed 11 th	Committee Meeting	Wed 5 th	Club night
		Wed 12 th	Committee meeting

(Longer term outlook can be found on the club website)