



THE BUSH NEWS



LEOMINSTER CLASSIC MOTOR CYCLE CLUB NEWSLETTER

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July 2020

FAREWELL TO STEVE KEITH

I first met Steve at The Green Man, Fownhope in the mid-sixties, the Green Man was the "in" pub for Hereford Motorcyclist's at the time. Steve had a BSA A10 with a massive sidecar that would have even put Dave Peake's mini caravan to shame, it was not unknown for him to taxi four mates in the sidecar and another two on the back of the bike to and from the Green Man.



L to R Steve Keith, John Peters, Brian Johnson, Terry Bass

He had his mother in the sidecar one day coming along Ledbury Road, when one of the sidecar mountings came adrift and he ended up with the outfit wrapped around a lamp post (rider and passenger ok). He then changed to a BSA Shooting Star with Fibre glass tank and clip-ons etc. followed by numerous other bikes over the years.

Steve was a genuine bloke who never had a bad word to say about anyone and was always there for anyone who needed a favour and I can't recall him ever failing to bring along a prize for the club raffle. He had been suffering with bad health for a few years now and tried so hard to keep on motorcycling, swapping and changing machines in an attempt to find a bike that he could manage, he eventually admitted defeat when he sold the Honda that he had purchased from Frasers, Glos. back to them and was tearful when they came to collect it. But that was not the end, some months later he bounced back with a Triumph Speed Triple which he loved, but he finally had to admit defeat and sell it along with his car.

I lost touch with Steve for about 30 years in the period that I didn't have a bike on the road whilst he continued riding, Steve and I and the other "Grumpy Old Rockers" were grateful when the Leominster Club provided the platform for us old mates from the sixties to be reunited in our sixties and seventies and renew our friendships and relive our memories, we are another one short now Steve has joined Richard Drummond on the heavenly highway.....RIP Old Pal.



The Grumpy's first trip in 2015 to the National Motorcycle Museum

Steve's Funeral will be held on the 13th July.

The hearse will leave SA Evans Funeral Directors, Gaol St. @ 1.10pm Monday 13th July. If those intending to follow on their bikes (a dozen or so allowed) could be there by 12.55ish (the route will be via Whitecross Rd). Those that prefer could assemble in the Crematorium car park to welcome the hearse.

Brian Johnson

CHAT FROM THE CHAIR

We are so lucky to have had such amazing weather, over the past three months. I feel that it must helped boost morale in these strange times.

Found a use for the old used engine oil which I have accumulated over quite some time, my garden shed has now been treated to a waterproof coating.

I decided to get rid of the Harley and replace it with a new Royal Enfield Interceptor 650 registered on May 1st 2020.

By the time you read this it will have had its first service and covered many more miles. Very pleased with it indeed a classic look to it, lovely gearbox and good value for money comes with a three-year warranty and three years' breakdown recovery.

**Steve Hackett has resigned as club Treasurer but will continue in post until the AGM in October. Therefore, as and from the AGM a new Treasurer will be required to take over. If there are no volunteers for this position there will be no committee and the club will regretfully fold, this would be a great shame.
Leominster Classic Motorcycle Club was first started 1991.**

Steve Powell

FETTLING FUN PART 2 – lowering the bar

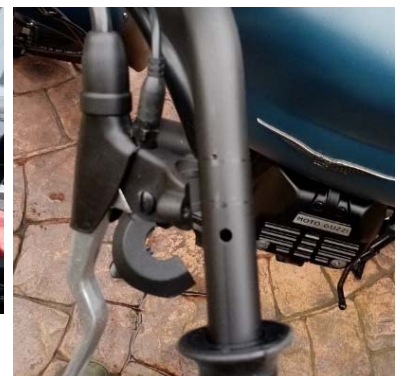
Having become a Guzzi owner I have had to recognise that I have been lazy and always pronounced it as gussy instead of gootsy. After all, I don't say pissa it's peetsa for pizza so I'll try and do better. It didn't take long to realise that I should also have been saying jeevy not givvy for Givi. Even harder is Puig, that's something nearer porch than pooch but you get the idea. Anyway, I do like a bit of lean and the rather upright riding stance on the V7, which is a combination of the low seat and tallish bars, caused me to slump and cause pain in the small of my back after a time. Lowering the bars seemed the easiest step so I looked to Renthall for a solution rather than the expensive MG catalogue.



OEM handlebars



Flat Renthall bars without risers, note brake banjo angle rotated to avoid fork yoke (subsequently resolved by using 25mm



First thing you find is that the bar clamps are quite widely spaced and many bars begin to bend too soon from the centreline and so either won't fit or else are wider overall, which I didn't want. I narrowed down my choice to the flat 658-02 road sports bars which had extra width at the clamp area, which would later prove useful for fitting accessories; and a zero rise compared to the 120mm of the OEM bars. This proved to be impractical as the switch gear just fouled the tank at full lock and the brake banjo at the master cylinder had to be rotated to prevent it hitting the fork yoke. The solution was to fit some short 25mm risers which lowered the bars some 95 mm overall, gave clearance for the brake line and correct positioning for the controls. The switchgear was located with a dowel through a hole in the bar, it was necessary to locate and measure this position carefully to ensure the switches fell correctly to hand. The OEM bars have threaded inserts for the bar ends whereas the Renthall bars do not so new bar ends had to be purchased.

Steve Hackett

BIGFOOT'S MUSINGS

I hope you are all surviving the lockdown without too much trauma. Between March 24th and May 13th I clocked up 15 miles doing the shopping, then from May 13th freedom of sorts. Yes, out with the outfit and a couple of very enjoyable hours riding around north Herefordshire. The sun shone, the bike purred, sheer joy. Up until then it's been all gardening – I think I know every weed by its name; and lots of walking with views of the Black Mountains. Only problem was it's the same walk every day, but it's better than nothing.

Sunday 17th I took the GS for its first run since its MOT just before the lockdown. I headed for Clee Hill and rode some lanes I used to ride in the Levis Cup Trial. It must be 25 years since I used most of this area and I found my way without too much bother. There were lots of bikes about and most were riding very sedately but there's always the odd one. At a major road junction I came across about 30 or so bikes parked up with all the riders in a big huddle – must have been a club as all the bikes were cruisers. Still, I had a good day clocking up just under 150 miles in the sunshine. It was great to be twisting the right hand grip once more.

Sunday 24th and I took a ride around the Vale of Evesham. I had not been that way since the last Three Musketeers run which was quite a while back. It was a lovely day, lots of thatched houses and Cotswold stone and some nice twisty roads, but no hills or mountains which I love. I don't half miss mid-Wales. Speaking of mid-Wales, I have heard a group of riders from Worcester headed that way one Sunday only to get stopped and fined £430 and sent back over the border. They can't open up soon enough for me – at least the weather has been great. Goodness knows when we will get the club up and running again. Looks like pubs and cafes are going to be the last to be allowed to open. I reckon there will be a lot less of both when it does come time to open. It will be nice to get to places like the Owls Nest and the Steelhorse, if they have survived. I think it will be a very different world after this lot.

Through the lockdown I have been reading the History of Royal Enfield. They made their first motor vehicle in 1889 and the first motor cycle in 1898 which means they are the longest motorcycle marque to survive in the world. Not bad for a company that started out as a manufacturer of needles! It became a big outfit with the factory covering 32 acres. Over the years they have made bicycles, lawn mowers, cars, components for other companies, generator sets and gun sights for the military. In 1954, India placed an order for 800 350cc Bullets which was the start of the Indian Enfield. I know a lot of people don't think much of them but having owned four (3 Bullets and a Himalayan) I really like them. The Bullets will battle on and on and as for the Himalayan, well, it's a true all-rounder. It will pull a sidecar, you can go off-road or use it as a road bike. It may only be 411cc with 24.5 bhp but the horse that's under the tank is like a big shire and pulls like a steam engine. It will pop along at 25mph in 4th very happily, get to a hill, open up and away it goes. When I read the test reports, most said the front brake was weak and the test ride I had confirmed this but on my bike the brake is fine – must have got a good one. I would like to meet the people who put this model together so I could shake their hands for giving me such a great little bike which gives me lots of smiles per mile. If the 650s are as good – and lots say they are – then Royal Enfield are on to a winner. In these days of high tech it's nice to have something that can be looked after at home. On one of my trips out I stopped for a drink and two 650s came past doing about 60ish, we waved but it was the sound, it was glorious. Long live the Enfield.

May 31st, a lovely sunny day and they still won't let me into Wales so it was off to Shropshire's quiet roads. I was going to do the Long Mynd but was glad I didn't as, looking on the news, it was packed. So a trip around the B and C class roads including the Valley of the Wolf had to be enough. On the way back I went through Clun. It was rammed, bikes everywhere. Still, I had a very good day out. Hopefully I can get to go out walking with the groups, visit the wolves and see the ospreys (which now have chicks) and get back to

Snowdonia before too long. I am really missing the mountains and the railways and it looks as though I may not get there this summer (bugger). As I am sitting putting pen to paper we are having the first rain for a couple of months, it should perk up the garden but it also means I'll have to get the mower out. I just hope this is not the end of summer.

You all stay and ride safe

Bigfoot

YOUTHFUL MEMORIES

Way back, towards the end of 1963 or the beginning of 1964, while we were schoolboys in Johannesburg, South Africa, my friend Raymond and I both bought Heinkel Perle mopeds. Mine was yellow/maize in colour with brown trim, his was blue with grey trim. We bought them because they were being sold cheaply and, as we were rather impecunious, ideal for us. The dealer from whom we bought them was selling them off at half price because he wanted to clear his premises of 'old stock'. We paid R40-00 each for our Perles, the equivalent of £20-00. By that stage Heinkel Perles, which hadn't sold particularly well, were dated with most schoolboys preferring the faster, more modern and sportier looking Italian Itoms and Garellis, German Zundapps and the Japanese Hondas which were beginning to make their appearance on the South African market and, for those whose budgets didn't stretch quite that far, German DKWs or Austrian Puchs. Heinkel Perles first came on the market in 1955 and, it would seem, didn't sell that well because they were relatively expensive because they were over-engineered for those wanting basic transport. Many mopeds and autocycles of that era, for example, didn't have much in the way of suspension whereas the Heinkel Perles had telescopic front suspension and a swinging arm rear suspension. They also had a cast aluminium frame with built in fuel tank (under the saddle) and a cast aluminium oil bath chain guard. They were 49cc, 2 stroke, had two gears, pedals and a top speed of about 25 mph (down a mine shaft with a tail wind). However, despite their limitations, we grew to love our Perles and had a lot of fun with them. They were our first motorised transport and they gave us a great sense of independence.

At that time Johannesburg was still very much a gold-mining city and we discovered a scrambling track that had been laid out on some mine property about 10 miles from where we lived. We often rode out to the property after school and rode our Perles around the track. We found our Perles to be wonderful little machines for scrambling although after a hard session of scrambling we would notice that our front forks were covered in oil, oil that had been forced out of the front forks when jumping. We never learnt how to replenish the oil so, I am sure, much of the dampening effect of the front suspension was eventually lost.





Raymond was a perhaps little more adventurous than I was, and was shorter and lighter than me, so was able to jump higher and further than I could.

One of downsides of the Perle is that it had a small fuel tank and we had difficulty getting the right mix of petrol and oil (no autolube in those days) at our local filling station when we went to fill our Perles with fuel. We eventually overcame that problem by getting a 25 litre oil drum each which we would rest on the frame between our legs, then ride to the filling station at the beginning of the month when we got our pocket money, fill the drums with the right petrol-oil

mix, then ride back home with the full drum between our legs. We would then fill our Perles at home as and when we needed to, the idea being that the drum would last us the month. At the time I had a small job to help supplement my pocket money. I worked at my local library most Saturday afternoons putting returned books back on the shelves. I was paid 45c per hour so my 4 hour stint would earn me R1-80, the equivalent of 90p. Those were the days when money was money! One could still do something with 90p. Raymond and I wanted to improve the performance of our Perles so we took off the cylinder heads and using valve grinding paste on a sheet of glass we 'skimmed' the cylinder heads with the hope of increasing the compression and therefore improving the performance – not that we noticed any real improvement when we were finished. We tackled the project with more youthful wishful thinking than common sense or engineering knowledge.

Occasionally on Saturdays, when I wasn't working at the library, we would go for a longer ride simply for the pleasure of having the freedom to explore and travel where we wanted to. One Saturday we did a 200 mile return trip to a place called Warmbaths (it had swimming baths fed by hot springs), north of Pretoria. Our Perles served us well and came in for some hard use, perhaps even abuse at times! This picture shows Raymond with his Perle in some mud. After we had got Raymond and his Perle out of the mud we took it home, washed it off with a hosepipe after which it started first kick. (We won't mention the school uniform he was wearing though!)



When I finished school at the beginning of December, 1964 I rode my Perle to Durban, a 750 mile round trip, to celebrate the end of my school days. I travelled with a friend, Terry, who had a 150cc Vespa scooter. He would ride ahead and stop somewhere and wait for me to catch up before going on again. We stopped somewhere and slept on the side of the road in a tent on the journey down to Durban. On the return journey, as his Vespa was obviously faster than my Perle, he suggested that I should go on ahead while he enjoyed a last morning in Durban and then catch me up later. I decided that I would give him a run for his money and ride straight through without stopping off anywhere overnight. I remember the 350

odd mile return trip took me 16 hours! I only stopped to refuel. It was quite a journey and he never did catch up. I got home to Johannesburg at about 3 a.m. – long before he got home.

Sometime in 2014 I heard through the Heinkel Club in Germany that there was going to be an event in 2015 to mark the 60th anniversary of when Heinkel Perles first came onto the market, organised by the Ruhr-Perlen section of the club. I was then living in the East End of London. I contacted the club and contacted Raymond and the upshot of it all was that Raymond came over from South Africa and the two of us flew across to Dortmund and then on to Schwerte for the event.

It was over a long weekend in July, 2015 and the club arranged Perles for Raymond and I to ride and crash helmets to wear. Altogether there were 46 of us ageing teenagers who had a whale of a time riding around parts of the Ruhr Valley on Heinkel Perle mopeds.

We had a fantastic weekend, met some wonderful people, enjoyed excellent hospitality and had a great time. Now if anyone knows of a Heinkel Perle languishing in a shed somewhere.....



Andrew Pantland

MAKING A BOBBER



First thing you need to make a Bobber is motorcycle to bob! Step forward my Kawasaki Drifter VN 800cc C2. This motorcycle was born in the year 2000. Her first owner lived in Bristol kept her for 5 years and covered good mileage of around 37,000 miles.

I acquired her on 23rd September 2005. Her colour is beige which sounds horrible but to be fair does not look to bad. I really wanted a pale blue one but not huge number where made and the pale blue colour seems to be bit rarer still.

If you have never seen her, which I think many of you will have over the years because we have happily lived together for last 15 years! The motorcycle was Kawasaki homage /copy of the American Indian Chief V twin with its full fenders / mudguards to us! 1300cc of V twin power.



Now when I say making a “Bobber” what I really mean is I am the project manager / financier! Although I did alter the number plate assembly myself!! I cut down the mounting assembly and fitted small number plate which is still legal you get certificate to prove it and to show to police if they are having quiet day and decide to stop you!!

When I brought her back in 2005 she had bit of dented petrol tank and front mudguard had deep scratches on it, these injuries were caused when the original owner Richard was shoved off the rode in France by car driver who may have had little too much wine!

Poor old thing landed upside down in a drainage ditch passing though barbed wire on the way down.

So having owned her for 15 years, I thought it's time for makeover and at same time get rid of those awful imperfections what had played on my mine for all those years!!

So first job was to get her painted the colour I always wanted in first place. I looked up the exact colour number I wanted Kawasaki pale blue after few searches of internet succeeded.

Now to find someone to paint it J & F power coating came to mind out Kington way, they have displayed bikes at our Ancient to Modern show.

We discussed what I wanted painting petrol tank, mudguards, two small triangle shaped side bits gave them the paint number to order up the paint. Then said I would remove said parts bring them out. I moved one of my sidecars out of the garage to make little more room to work on the drifter.

I'll work from front to back I thought, got my Allen key out of the right size and inserted into the first bolt hole. Now before I go on I do have reasonable amount of good quality tools. Also I don, t quite fit the category of “all the gear but no idea” some members may disagree with this statement!

Right put little pressure on Allen key no movement. Okay put more effort in more pressure used still no movement. I know more leverage stick hollow metal tube over the end and hey presto no movement! At this point I said oh dear (actually said wucking fatherless bolt move).

So what to do, I rang J & F to say having slight trouble getting bits off, no worry bring it over John will do it says Fiona. Okay I say. Job done off to the pub another successful part done!

Next job is to replace the seat, now my favoured option would be to get hold of solo seat which some Drifters had as standard equipment. Not not managed to find one yet, maybe they are as rare as rocking horse pooh. In searching the world wide web there seems to be decent selection of aftermarket minimalist solo seats available quite few made in Germany so quality hopefully should be good! Here is photo of possible contender.



Now the advert says it will fit my make and model, we will see if that's correct if I get one.

I have couple more leads on a genuine drifter solo seat. Well, one really. I like the look of the seat pictured above but wonder how comfortable it would be on run of any distance even one of our nifty fifty runs would it be style over usability? Bit like stiletto heels once you, ve walked into town with them on, really hurt your feet, well mine do.

Last job to get done is change the exhaust system. It's not bad looking exhaust but is coming to end of its useful life that's not my opinion but the opinion of D & R motorcycles when she went in for her last MOT. Done well lasted 20 years.

I have been told we have custom exhaust pipe maker over Kington way, just waiting for Mike (Bigfoot) to pass number on to me.

Fancy twin pipe system I reckon it would look cool, still want decent amount of baffling in them though.

So here is the result so far. I will do update when the seat comes and after the coronavirus finally decides to leave us, I can have new exhaust system made up.



There is no hurry for me as want be able to ride her myself for 12 months! My Rheumatoid Arthritis which over the last 25 years has not caused me to many problems thanks to the medication.

But now because had it so long the Rheumatoid Arthritis has affected the arteries in my little brain causing seizures, did not know it could do that! Anyhow I have come to terms with it now and as long as new drug keep the seizures it at bay for 12 months I will be any to ride & drive again.

Dave Peake

EVENT UPDATES

UPDATE on the A2M SHOW Hall Booking

It has been mention few months ago that there might be some kind of event put on by the club because the May A2M could not take place because of Covid-19.

A possible date of Sunday 27th of September had been provisional booked.

I confirm that NO event will take place organised by myself, however if anyone fancies organising anything at the hall on that date let me know!!!

I cannot ride or drive till next year, end of February.

Dave Peake

WHAT'S ON IN AUGUST 2020

5th August Club Night at the Bush Inn, 7:30

The committee decide to take the plunge and go ahead to put the Club Nights back on. Obviously depending on further development and government advice we will be making sure we are staying within the guidelines. We do not want to put people at risk but want to give you the chance to see familiar faces once again. Please do come along for a chat within safe distance to each other, of course.

CALENDAR OF EVENTS 2020

All events will be reviewed each month depending on further developments. Please keep checking with us.

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

	September 2020
Wed 2 nd	Club Night at the Bush Inn, 7:30 pm
<i>Fri 4th – Sat 5th</i>	<i>27th Carole Nash Eurojumble (please do check their website for updates)</i>
TBC	Mid-Week Meet
<i>Sat 19th</i>	<i>Ross-on Wye Autojumble (please do check their website for updates)</i>
	October 2020
Wed 7 th	Club Night at the Bush Inn, 7:30 pm
TBC	Mid-Week Meet

OTHER ITEMS FROM THE COMMITTEE

<p>URGENT NOTICE !!!!!</p> <p>JOBS VACANT: We have a few jobs to fill in! For further information and details, please get in touch with Steve Powell: st1100@hotmail.co.uk</p> <ol style="list-style-type: none">1. Treasurer2. Membership Secretary3. Website administrator	<p>Good News about your MEMBERSHIP !!!!!</p> <p>Due to Covid-19 and the guidance not to arrange social events, the committee has extended the membership until the end of December 2021. This means all current members and anyone joining this year will not need to renew until January 2022.</p>
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TREASURER'S REPORT: Current a/c £ 954 Deposit a/c £3049 (no change)	MEMBERSHIP SECRETARY'S REPORT: Membership: 130 including 26 family members
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FOR SALE

Please contact Ron Moore 01544 388 621 for following items

Motorcycle:

M/C Carriers Craven £10	Fairings: Avon Full Fairing £30
1950's Triumph Front Brake Plate Offers	1970's Craven Clipper Fairing £50
Yamaha XS 1100 1. Petrol Tank £15 2. Petrol Tank Cover – Brand New £20	BSA Bantam 1. Leg Shields (New) £40 2. Tool Box (missing Lid) £15
Triumph Bonnie(Hinckley): 1. Alloy Petrol Cap Offers 2. Full Set of Brake Pads Offers	Books: Motorcycle/Motor Car (Flywheel) 2left £15 each

Motor Caravan/ Caravan Bits:

Gas Cylinders 2 Blue Color £25 for both	Waste Water Tank + Hose £8
Warning signs £3 each	Fire Extinguisher £5
Tripod Lamp – Flashing + Torch £5	Folding Airer £5
Windscreen cover Motor Caravan Auto Trail Mohican £5	TV dish-Finder-Compass-Tripod Stand Offers

MEMBERS SERVICES

<u>Ian & Richard Logan</u> Welding services Phone <u>01886 888419</u>	<u>Lynda Wilshaw Classic Cakes</u> Homemade cakes baked for any occasion. Phone <u>01432 760540</u>
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RECOMMENDED BY MEMBERS

<p><u>Eric Rees Motorcycles</u> (Run by Ray Griffiths) Discount MOTs for club members: General repairs & servicing on all bikes. Agent for Helite AirBag jackets. <u>Phone 01432 266164</u></p>	<p><u>Andy Morgan</u> Offering a 20% discount for members off his website prices for vapour blasting at ATM Vapour Blasting. He also has an ultrasonic cleaning tank. <u>Phone 07989 448418</u></p>
<p><u>Sheepskin seat covers</u> Bespoke sheepskin motorcycle seat covers, handmade in Hay on Wye. For more info/prices, call Laurie <u>Phone 07952998320</u> <u>Website www.laurielewis.org.uk</u></p>	<p><u>Aidan Sweeney</u> Traditional Gents Outfitters, 7-8 The Market Arcade Brecon Powys LD3 9DA - For anyone like me whose waistline has disappeared and finds it necessary to wear braces <u>Email www.aidansweeney.co.uk</u></p>
<p><u>Green Spark Plug Company</u> Not strictly a recommendation but LCMCC club members are eligible for 10% discount on items purchased online. Enter the discount code CLUBMEM10 in the coupon code area of the checkout. <u>Website www.gsparkplug.com</u> <u>http://lcmcc.uk/blog/2016/02/12/members-discount-at-green-spark-plug-company/</u></p>	<p><u>Motorcycle leathers</u> Repaired, altered, patched and stitched. All leatherwork considered. Traditional quality shoe & boot repairs. Cobblers Cabin, Chepstow <u>Phone 01291 628528</u></p>
<p><u>Clothing alterations</u> Repairs & tailoring (including) leather: Sew Bright <u>Phone 01432 352622</u></p>	<p><u>Drive chain oiler</u> Tutoro, Lydney <u>Phone 01594 841097</u></p>
<p><u>Ross on Wye PC Repair</u> Services range from Virus Removal, Hardware Upgrading, Memory Upgrading, Screen Replacements on Laptops and Notebooks, Hard Drive Upgrades, Anti-Virus Upgrades, Performance Tweaking, all covered under a No-Fix-No-Fee Policy (or if fault re occurs within 5 days), with No Inspection Fees. You pay only for the completed work and for any replacement parts. Contact Luke Sutton <u>Phone 07973 993 049</u> <u>Email info@rossonwyepcrepair.com</u></p>	<p><u>CLUB SHOP</u> Club shirts & other clothes etc.: Clubsport have set up an online shopping facility for us: <u>www.clubsport.co.uk/index.php/clubshops/category/85-leominster-classic-motorcycle-club</u> Or you can order at any of their shops: Leominster (South Street), Hereford (All Saints Court), Ledbury (Bye Street), Ludlow (Old Street), Newtown (Broad Street), Ross on Wye (High Street) and Kington (Church Street). Please note: The design for the club logo is held at the Clubsport base in Kington but any branch's staff can find it amongst the local sports clubs listed on their in-house computer system. Badges, Stickers etc.: Enamel lapel badges (old style) and Club stickers are available at The Bush £1.00 each.</p>

Disclaimer: The Leominster Classic Motorcycle Club and committee cannot accept liability or be held responsible for any loss, accident, injury, death or loss of claims due to tips or suggestions given in this newsletter. The articles in this newsletter do not necessarily reflect the views of the editor or club committee. Note: Any information that Leominster Classic Motorcycle Club holds remains confidential. Your personal data is stored on digital media in accordance with the provisions and requirements of the Data Protection Act of 1988 and will only be used to contact you on club matters.