



THE BUSH NEWS



LEOMINSTER CLASSIC MOTOR CYCLE CLUB NEWSLETTER

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August 2020

CHAT FROM THE CHAIR

I have been in contact with The Bush Inn and they do not want gatherings of more than six people outside so I suggest we stay away on Wednesday August 5th, No Club Night.

Mike "Bigfoot" Davies who is President of our club and one of the very first members has resigned from his role.

As stated in last month's Newsletter as and from the AGM in October 2020 we need members to fill the following posts:

Treasurer
Membership Secretary
Website Administrator

If these positions are not filled our club will not carry on after running for 29 years.

Steve P.

BIGFOOT'S RESIGNATION AS CLUB PRESIDENT

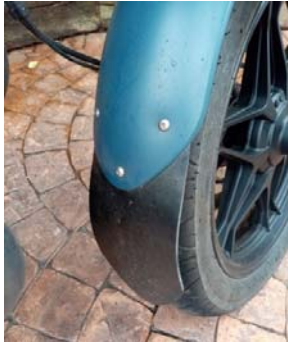
As most of you know I have been involved with running Motorcycle events for over 50 years. So the time has come to stand aside and let new blood take over. It has been an honor to have been a committee member, chairman and president of one of the best clubs in the UK. But it is time for me to go. Thank you all for all the support you have given me over the years. I will stay a member so will still be around. It's been 50 years I would not have missed for the world. Let's hope the club will carry on for a long time to come.

Ride and Stay Safe
Bigfoot

A BIG THANK-YOU FROM STEVE KEITH'S WIFE JAN

Jan wishes to thank all the club members who escorted Steve on his final journey and she is very sorry not having been able to thank each one individually.

FETTLING FUN PART 3 – Fenda Extenda



This is a simple mod requiring a piece of single-ply rubber about 150 x 200 x 3mm thick, three 5 x 16mm stainless steel cap screws with nylock nuts and a small piece of thin aluminium or stainless steel plate to form a backing plate. Cut the rubber to the required width and length then offer up the rubber to the mudguard and draw around the profile to mimic the shape on the bottom edge and then cut to the size required. I used three fixings as shown, located at suitable spacings. The backing plate has the two upper holes spaced slightly closer than those through the mudguard to allow for its curvature. The design works but it's not perfect as some mud etc still flings off the tyres.

FETTLING FUN PART 4 – Adjustable Levers

I like fat grips because skinny ones mean my hands are more clenched and ache after riding a while so I always fit grip puppies. These are basically hard-wearing sponge tubes which fit over the existing grip increasing diameter and giving a more forgiving surface. They work well and don't suffer in the wet or impede heated grip operation. One downside is that it increases the stretch to the levers slightly and, if like me you are looking to minimise finger movement, adjustable clutch and brake levers offer a ready solution.

OEM equipment is often expensive so a quick bit of Googling turned up a few options. They ranged from the well-known Canadian-made Pazzo ones which cost around £100 each to cheap ones of unspecified origin and quality. With so many items being promised to **'fit most bikes'** some care is needed to make sure you get the correct ones for your bike as nowadays there are usually switches incorporated into the lever housing and these need to be operated reliably. Fortunately, the Pazzo website has an excellent fitment guide and I determined I needed a F16 brake and D37 clutch set. After much deliberation I settled on a pair from Exeter-based, Lextek at £36 including postage. Unfortunately, they don't do long versions for my bike although there are a range of colours available. These arrived within two days and quality was good although the finish on the pivot pins could be improved.



Comparing the Lextek with the OEM ones shows the different length although the distance from the pivot to the cranked part where the fingers sit is identical, there being less length for multiple fingers – not a problem for a two or three finger pull but a full winter-gloved hand might find it a squeeze.

The Guzzi clutch lever, unlike the plain bored brake lever, uses a plastic bush on the pivot pin whereas the Lextek was drilled to suit the pin. In terms of reach, setting 6 was identical to the OEM lever; all adjustment down to setting 1 progressively reduced the stretch. Obviously, a reduced stretch means that the range of lever movement is less and it is crucial to adjust the clutch cable accurately to ensure full disengagement.

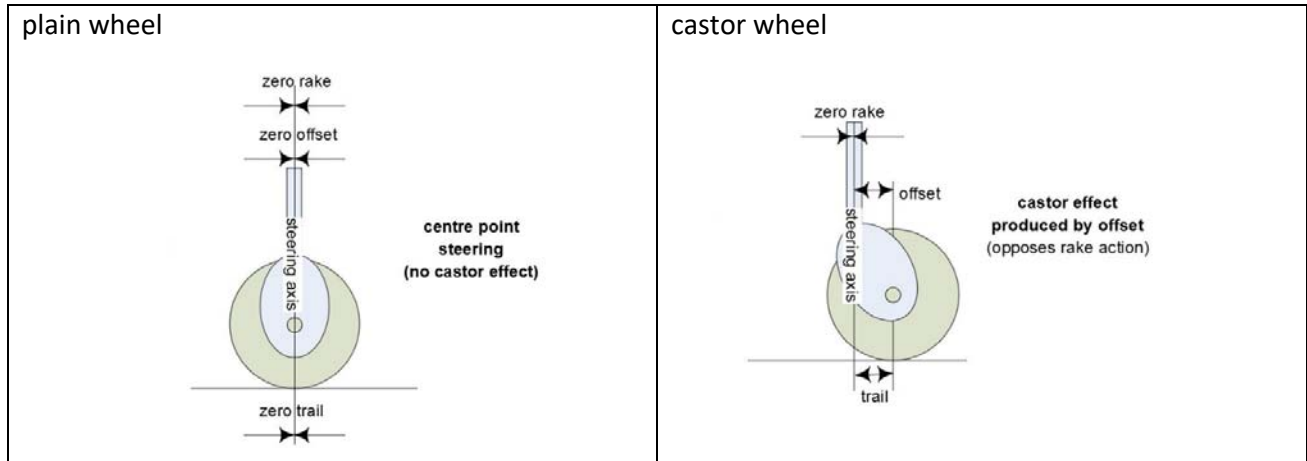
There was no change to the lever ratio so no loss or gain in effort to operate the controls unless you tend to pull the levers at the extreme end, of course. All in all, it proved a very satisfactory purchase.

<http://www.pazzoracing.com/guide.html>
<https://www.lextekproducts.com/>

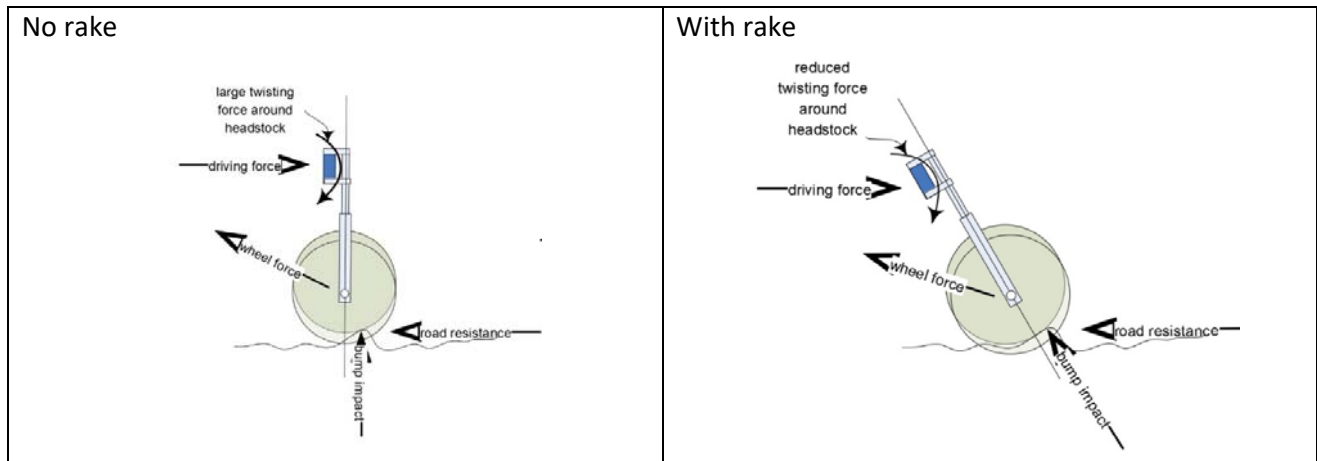
ADJUSTING THE TRAIL

A very common mod to adjust the steering of a bike is to move the fork tubes up or down in the triple clamp, but what does this do and how does it work?

The steering geometry is complex but based on simple principles. For example, pushing a four-wheel trolley with plain wheels makes it go in a straight line and it would be difficult to turn. Fitting it with two castors would make it easy to steer with the minimum of effort. This is because the castor effect allows the wheels to trail behind the axis in response to a sideways push.



So why don't we just connect handlebars to the steering axis and use this principle on a bike? Well, this is simply because roads are bumpy and the wheel and front forks (suspension) need to move up and down against their springs to give a smoother ride. If the steering headstock and fork tubes were vertical then the forces applied when travelling forward would become excessive, especially as speed increased. The offset alone would provide the trail in this case.



So, by raking back the forks, i.e. having an angle between the headstock and the vertical, produces the castor effect without having to have massively strong (and heavy) frame and forks. The greater the rake angle, the greater the trailing (or castor) effect the more stable the bike in a straight line but the more difficult it will be to turn.

The trail is what allows you to take your hands off the bars and the bike to continue in a straight line - unless other forces come into play such as an uneven road surface.

Geometry definitions

Offset: The distance between the headstock (steering axis) and the line of the fork tubes. The design of the triple clamp determines the offset. Where the top and bottom clamps are different the fork tubes may not be parallel to the steering axis. This is usually fixed for production bikes but may be adjustable on race or prototype bikes.

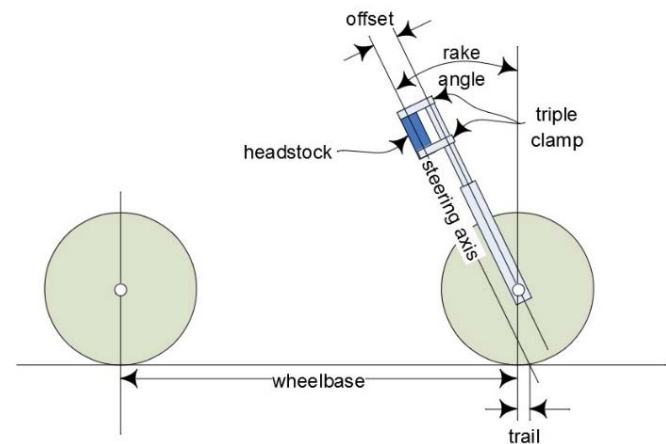
Rake angle: The angle of the headstock relative to the vertical. This, in conjunction with the offset, is a major determinant of the trail.

Trail: The distance between the centre point where the tyre contacts the ground (vertically below the wheel axle) and the point where the steering axis meets the ground. The greater this distance, the greater the trail will be and the greater the longitudinal stability (harder to turn).

Wheelbase: The distance between the front and rear tyre contact patches (i.e. between the axles). The greater the value, the greater the longitudinal stability.

Looking at the diagram on the right you can see that the angle of the headstock gives the steering axis and that the design of the triple clamp gives the offset. Normally the forks are parallel to the steering axis and the larger the offset then the further away the forks are from the steering axis. This means that increasing the offset reduces the trail and vice-versa.

Wheel size (or more precisely the rolling radius) also affects the trail as it moves the tyre contact patch relative to the steering axis. However, wheels are chosen for their intended use rather than to alter the trail, e.g. 21 inch wheels for off-road and 17 inch for sports bikes. This does mean that trail varies very slightly when a different profile tyre is fitted or even as the tyres wear.



Racers can detect small changes of around 1mm of trail although for most of us we might need significantly more before we detect any real difference in handling.

Some example steering specs

bike	rake angle	trail mm	wheelbase mm	front tyre
BMW S1000RR	23.1	93.9	1441	120/70 R17
Suzuki GSXR1000	23.75	96.0	1405	120/70 R17
Ducati Multistrada 950	25.2	106.0	1594	120/70 R19
Moto Guzzi V7	26.4	106.0	1463	100/90 R18
R Enfield Himalayan	26.5	109.2	1465	90/90 R21

So back to the original question – what does moving the fork tubes up or down in the clamps do? Well, as a very rough guide, raising the forks by 4 or 5mm will change the rake angle sufficient to give about 1mm less trail and so sharpening the steering. Many riders say it lowers the front putting more weight on the

front wheel and changes the angle of the swing arm; all true, of course, but it's the change in the trail that is most easily felt.

To increase the trail

Greater rake angle
Decrease offset
Larger rolling radius
Lower the forks

In summary

To decrease the trail

Smaller rake angle
Increase offset
Smaller rolling radius
Raise the forks

Dot Cotton

LEVIS CUP TRIAL (and a senior moment)

Last September, I went to what is probably the best vintage/classic bike show in the area. I refer to the Levis Cup Trial run annually by the North Birmingham section of the VMCC. It takes place about the last weekend in September and is based at the Lenchford Hotel, Shrawley, Worcs.

Search on line 'Levis Cup' for a report and results of the trials and lots of glorious photos of our kind of bikes. Despite the earlier rain and floods in the run up, the Sunday was dry and sunny and fortified with a great bacon butty and coffee served from the hotel, I settled down to watch some 57 bikes, mostly pre 1946 but with some classics from the 50's as well.

First bike leaves at 10:00 am and then they are flagged off at minute intervals. This is a reliability trial so apart from finishing the 100-mile course (quite a challenge for some of the very old bikes) marks are deducted for arriving too early/late at the check points.

So after an hour of watching, listening and smelling these glorious machines, I returned to my Suzuki SV 650. Key in lock, check neutral light, press starter and with no fuss, delay or kick starting with fingers crossed, the engine burbles into life and settles down to a steady tick over. Yes, I love old bikes but after early years of old Brit bikes, strenuous kick starting and needing to have a bag of tools and spares to get any distance I now love Jap bikes and their reliability.

But what's this! I cannot engage first gear. Let clutch out, rev engine, try again, nope, rock bike back and forth, nope, stop engine, try again, nope. Ok, when crisis strikes, 'Don't just do something – stand there.' (reversal of the famous WW11 slogan but actually more sensible.)

Standing back and looking at the bike, then it slowly dawns on me – I have been trying to engage gear with the foot brake! After an hour of watching riders engage gear with their right foot, my old brain has reverted to goof mode when I learned to ride and take my test on Brit bikes, left foot brake, right foot gear.

Gosh, now I remember those heart stopping moments when I got my first Jap bike and in panic stamped on the 'brake' actually the gear lever almost bursting the engine or locked up the back wheel instead of changing gear. I bet a few of you can relate to this? Come on now, tell us your 'senior moments'. What about the time you accidentally knocked the kill switch and had started stripping the bike down before your wife asked what the red switch on the handlebars that says 'off' is for. GRRRR.

Dudley Guest

FACING FACTS

I have reached that point in life where I have to face a couple of indisputable facts, the first is that I am not getting any younger and second my inside leg measurement will not get any longer. Being vertically challenged has I found serious implications when it comes to riding a motorcycle when the seat heights of most bikes seems to be 31 inches plus. Please do not suggest any sort of cruiser to me, my view of motorbikes is that they are for riding in a sporty manner not for posing on. My old Honda Superdream had done me well but I was struggling to move it about when sat on it, as only my toes touched the ground, even when standing on the ground the bike was above me and I was stretching over it whenever I had to manoeuvre it around the garage.

So the decision was made, the Honda would need to go and I would try and find a bike with a lower seat height and less weight. The hunt was on. Every model from Aprilia to Yamaha that looked like it may fit my needs was checked out. I quickly reduced my search to 250's to get the low seat height and the reduction in weight. Eventually setting my sights on a Kawasaki 250 being a bit of a Kawasaki die hard. While the 250 class does not have much of a following in the UK, in countries such as Japan and Thailand it is a major market due to their licensing laws. Kawasaki introduced a 250 sports bike back in 1988, which has remained in production in various guises up to the present day in the form of the 250 Ninja. The power plants throughout has been a water cooled DOHC 8 Valve engine. It has received numerous face lifts and tweaks to keep it fresh, however, a downside to all of this has been that the seat height has gone up along with its weight; conversely the power output has gone down slightly to keep it license compliant. The increased seat height precluded me from getting a more recent model. By chance I spotted a 1995 Kawasaki GPX250R for sale in Hereford so I went and had a look, with a seat height of 29.3 inches meant that I could put both of my feet flat on the floor and with a dry weight of just 304lb it seemed ideal. Shame the bike was a total shed and would need a lot of money spent on it to make it look even half decent. I kept looking, considered a few and then last year I purchased a 1997 GPX250R with 23500 miles on the clock and a fresh MOT. Unfortunately, I had to go to Derby to collect it. Usual story, seller had bought it for summer rides but he was not getting much use out of it, as testified by its MOT history which showed that the bike had averaged just 300 miles a year over the last 6 years. She had a scrape on one of the exhausts indicating she had been dropped at some point but otherwise she was fine for my needs.

Once home WD 40 was sprayed on every nut and bolt and with a bit of an effort off came the plastics so I could get a proper look at the engine. Not a fan of bikes covered in plastic, as they get in the way whenever you want to do something, also they are easily damaged being so flimsy plus they can hide all sorts of things. I first discovered that one of the fairing mounts was broken but more seriously the exhaust pipes were in a poor state with a couple of small holes in the balance pipe. Obviously these bikes were made for warmer climes. Some foil exhaust repair tape and a few jubilee clips has sorted out the holes in the balance pipe. A quick hunt on eBay and an almost new set of pipes were obtained from the US for a very reasonable £50 delivered. I am assuming that the petrol tank needs to come off to get to the spark plugs, though no mention is made of this in the handbook. What rusty bits I could Hammerite was Hammerited. Still need to find a way to fix the broken fairing mount.

There was not much point putting the bike on the road as it was the end of the summer and it was not going to be used over the winter, plus I was not going to be ripped off £60 by my insurance company to add it to my bike policy even with the Honda having been removed from it! Not to mention the road tax being another £43 so it was "Sorned" for the winter.

Eventually my bike insurance was due and she was added to the policy and the road tax was duly paid so I could take her out for her first run. She started fine but she needs choke for a good minute till she is warmed up enough to tick over, annoyingly the choke has to be held in position as it has a spring return. Found it a bit strange not being able to see the front wheel due to the fixed binnacle. Put her into 1st gear and she does not move till the rev counter gets to 3500rpm. Off I tootle “snicking” up through the gearbox, up to 40mph and going fine and I start looking for another gear and there were no more! Had I bought a bike with only 4 gears??? Doh! As I came to stop at a junction I kept count, phew all 6 gears were there and I had used them all getting to just 40mph. A gear indicator would be nice addition I think!!

Now this bike is very different to my old two stroke, in that it does not pull its peak power until the engine is spinning at 12000rpm! I am not used to a rev counter showing 7500rpm at 60mph. Peak power is 38BHP, so when asked she will go but the gearbox and those revs need to be used luckily the clutch is very light. She happily pulled 70mph up the Callow in 6th gear with more to come. The engine sounds angry at low revs and just gets angrier as the revs rise, not the best of sounds. On my runs I have discovered the screen does a couple of things, first is to direct a lot of bugs onto one’s visor and second is to direct those bugs that missed your visor under one’s chin and into your helmet!! A screen extension has now been fitted so we will see how that goes.

The rest of the fairing gives little protection being so tight to the bike. Being so small and light she is extremely “flickable” in the bends; I just need to be a bit braver with her. The front brake is a twin pot disc and will put the bike on its nose if one simply grabs a handful while the rear is a single pot disc which I have yet to use. Suspension is none adjustable but the set-up is fine for me, possibly she would bottom out two up. She has a couple of useful features such as luggage hooks and a passenger grab rail. Annoyingly the seat has a slight slope on it which results in you slowly sliding forward into the petrol tank! I have now covered nearly 500miles of assorted riding and she is returning a pleasing 80+mpg. As the tank holds 18 litres, of which just a miserable 1litre is reserve, her range is over 300miles on a full tank, very impressive.

The quandary I now have is that I have a two stroke that behaves like a four stroke and a four stroke that behaves like a two stroke!!

Hopefully in the near future I will be able to get her out on some serious runs.



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

CANCELLED - Club Night at the Bush Inn, 5th August

We are very sorry to say that this event has now been cancelled due to restrictions of max. 6 people.

We want everybody to feel save and hope to be able to meet soon again, like at the Mid-Week Meet for example!

MID WEEK MEET Is back on!!!

When: 19th August

Where: at Owls Nest, Llandovery Garden Centre, Lower Rd, Llandovery, SA20 0DJ

Awnings have been erected outside in case there's bad weather as there is only outside seating. Social distancing must be practiced at all times

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

Motor Caravan/ Caravan Bits:

Gas Cylinders 2 Blue Calor £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

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

<p><u>Eric Rees Motorcycles</u> (Run by Ray Griffiths) Discount MOTs for club members: General repairs & servicing on all bikes. Agent for Helite AirBag jackets. Phone <u>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. Phone <u>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 Phone <u>07952998320</u> Website <u>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 Email www.aidansweeney.co.uk</p>
<p><u>Green Spark Plug Company</u> Not strictly a recommendation but LCMCC club members are eligible for 10% discount on items purchased online. Enter the discount code CLUBMEM10 in the coupon code area of the checkout. Website <u>www.gsparkplug.com</u> http://lcmcc.uk/blog/2016/02/12/members-discount-at-green-spark-plug-company/</p>	<p><u>Motorcycle leathers</u> Repaired, altered, patched and stitched. All leatherwork considered. Traditional quality shoe & boot repairs. Cobblers Cabin, Chepstow Phone <u>01291 628528</u></p>

<p><u>Clothing alterations</u> Repairs & tailoring (including) leather: Sew Bright Phone <u>01432 352622</u></p>	<p><u>Drive chain oiler</u> Tutoro, Lydney Phone <u>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 Phone <u>07973 993 049</u> Email <u>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: www.clubsport.co.uk/index.php/clubshops/category/85-leominster-classic-motorcycle-club Or you can order at any of their shops: Leominster (South Street), Hereford (All Saints Court), Ledbury (Bye Street), Ludlow (Old Street), Newtown (Broad Street), Ross on Wye (High Street) and Kington (Church Street). Please note: The design for the club logo is held at the Clubsport base in Kington but any branch’s staff can find it amongst the local sports clubs listed on their in-house computer system. Badges, Stickers etc.: Enamel lapel badges (old style) and Club stickers are available at The Bush £1.00 each.</p>

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