



THE BUSH NEWS



LEOMINSTER CLASSIC MOTOR CYCLE CLUB NEWSLETTER

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Or send to Sabine Ray, Waterloo, Ledgemoor, HR4 8RJ

September 2020

NEW MEMBER

We would like to welcome our new member **Mike Wheeler** from How Caple!

CHAT FROM THE CHAIR

Good news the club has a new Treasurer ready to take over from Steve Hackett, also someone to deal with the Club Website/fb duties.

Vacant positions now are Membership sec and Run's Coordinator. As existing membership is extended until December 2021 there will not be a great deal involved with membership, just new member's applications.

Note for your Diary there will be a CLUB NIGHT and committee meeting on Wednesday September 2nd at Dom's Bike Stop, Leominster at 18:00. There is a bar if you want a pint. The first club night for months.

Steve P

RESIGNATION OF MIKE 'BIGFOOT' DAVIES AND STEVE HACKETT

Very little has been made of the loss of these two stalwart members from the committee. In our opinion the club will be worse off without them. They are both dependable, reliable, conscientious, thoughtful people who put what needed doing for the club before their own wishes.

Mike has been with us forever and when we arrived in Herefordshire taught us all there was to know about the lanes, the countryside, places of interest, tea stops and how club runs work. Steve took over the running of the club when no one else was prepared to take on the duties.

He always did it with a self-effacing smile and made sure the wheels kept running. We two would like it to be known how much we thank them both for their efforts. And thanks to Sabine for continuing to edit the newsletter so well and giving us the chance to air our views.

Ron and Chris Moore

EARLY YEARS ADVENTURE

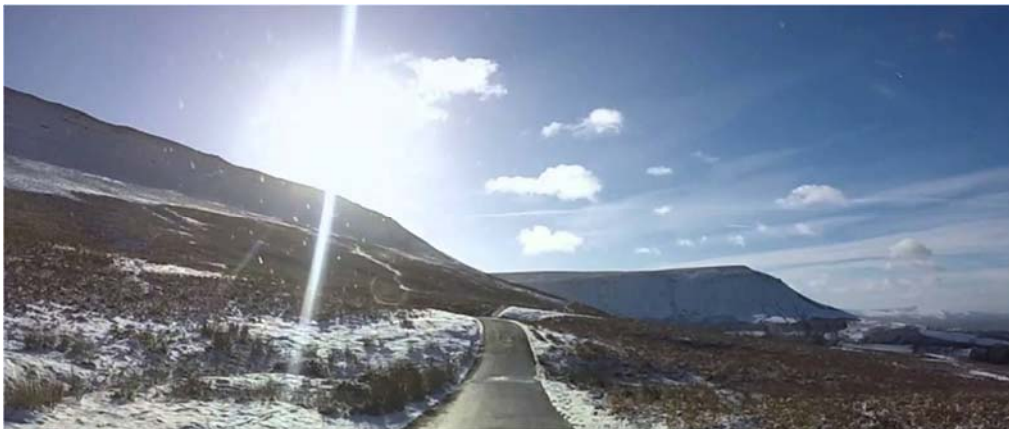
When I got back into riding about 7 years ago I had an old Honda 600 Hornet, a great machine in great condition and very quick. I would always go for a long ride on a weekend and enjoy every minute of it, but, one weekend around Christmas time I had a plan to go on an adventure, to ride over Hay Bluff via Capel-y-ffin.

The adventure did not have much real planning in terms of checking the weather on top of Hay Bluff or taking the necessary equipment for the journey, planning for any break downs or if my phone died when needed.

I checked Google maps for the route, simple, up the Abergavenny road turn off at Pandy and head towards Capel-y-ffin, keep on going and I will end up in Hay on Wye.



The weather in Hereford was chilly but not too cold, the sun was out, the roads were dry, what more can I ask for. I put on my gear and headed off on my great adventure.



At 60mph along the Abergavenny road, I was surprised how much the temperature dropped, I turned left and headed down this narrow rough road towards Capel-y-ffin, a slight drizzle had started and the roads were gravelly and wet, I was getting colder, the single lanes proved difficult with quite a few cars coming from the other direction, then as I was getting higher I noticed snow and ice, at this point I thought about turning round, but, I thought the route back would be rough and I am already half way to Hay, so might as well continue.

Boom, I get to a point where I see the top, clear sky snow everywhere, massive woolly cows with massive horns on the landscape, my fingers in pain from the cold, I pulled over and put my gloved hands on the sides of the engine to regain life. I slowly rode on wondering why on earth I was doing this. I did pass a lot of people either walkers or parked up admiring the views. I continued slowly and eventually saw the town of Hay in the distance, what a pleasant site, I end up at the Granary cafe, bought a hot coffee, went upstairs to a table next to a big hot radiator, I stayed there for at least 30 minutes.



With warm dry gloves and my body warmed up I headed home back to Hereford via the straightest route I knew, the Brecon road. I arrived home, cold again, but what a fantastic feeling the journey back home can be especially when you enter the warm home feeling that you have survived this mad adventure, then tell the tale to your loved ones.

I would never do an adventure like that again without planning, and I don't advise anyone to do so. I would make sure I go with a friend, just in case I get stuck etc. I would also check the weather /temp forecasts for the whole route so I know what clothing to wear to keep me warm and safe, I would also have taken some food/drink and maybe some more tools, but looking back if I knew what it was going to be like I would never have gone. I am so glad I did this adventure and that I survived to tell the story.

Andy Williams

RANDOM REMINISCENCES

After my last article 'Youthful Memories' was published in The Bush News, July 2020, in which I recalled some the adventures I had with my Heinkel Perle moped, I was talking to my old Heinkel Perle owning school friend, Raymond, with whom I had had the adventures, about some of our escapades. In the article I wrote about our 200 mile return trip to Warmbaths one Saturday but forgot to mention how, on the 60 odd mile part of the trip from Pretoria to Warmbaths on the N1 North – the main route north to the then Rhodesia from Johannesburg and Pretoria – we rode down the middle of the road zig-zagging in and out of the dotted white line. I certainly wouldn't want to try that now! Obviously, there was less traffic then and it was only possible as our mopeds were light and manoeuvrable and, above all, didn't go that fast. However, speed didn't bother us that much then – the sheer appreciation of having the freedom to travel and explore using our own transport compensated for any lack of speed.

However, by the beginning of 1966 it was time to move on. I had turned 18 and so was able to get my 'big' bike licence and, I suppose, I had outgrown my Heinkel Perle which, in any case, was coming to the end of its useful life after 2 years of hard use and, no doubt, some abuse. I chose a brand new black and chrome Yamaha YA6, a 125cc single cylinder 2 stroke. In those days all Yamahas were 2 strokes. I would have loved a Yamaha YDS 250cc twin but my budget wouldn't allow it. I had a friend who had one and I still have clear memories of riding behind him when he opened her up and seeing him disappear into the distance leaving behind two horizontal streams of pungent, blue two stroke smoke. I was very proud of my new Yamaha

YA6. It was more robust than my moped, well built, very well finished off, very comfortable to ride and, compared to my moped, had amazing acceleration. I could out-accelerate virtually any car from a standing start when the traffic lights changed or at a street stop when the traffic allowed me to get going. I remember remarking at the time how, when riding in traffic on my moped, I would be constantly looking over my shoulder for a gap in the traffic that I could slip through but on my Yamaha I would be looking ahead for a gap that I could accelerate into.



I had a friend who had a 100cc twin Yamaha. We sometimes went out for a ride together on a Saturday. We once rode out westwards from Johannesburg towards Lichtenburg but, as I remember it, we only rode as far as a small town called Coligny, about 100 miles from Johannesburg. The strange thing was that even though on paper my bike had 25% more capacity than his and should have outperformed his, his bike could outperform mine. I had a top speed of between 60 and 65 mph but he could easily top 70. His bike was smaller than mine, therefore probably lighter, but it really was a stunning pocket rocket. Part of the reason why his bike went so well may have been because, at that stage, he was still at boarding school and at the beginning of term, when he went off to school, he would take his bike's engine block to school with him in his suitcase and in his free time at school polish the inlet and exhaust ports, initially with fine emery paper and then with Brasso and Silvo. By the time the school term ended three months later the inlet and exhaust ports of his engine were well and truly polished.

It was at about this time that I met my late first wife, Ruth. She came from the coal-mining town of Witbank, about 90 miles east of Johannesburg. She was then in Johannesburg doing her teacher training. She and I used to go out together on my Yamaha which coped well with an extra passenger. I even rode out to Witbank one weekend on my bike to meet her family. Her hall of residence was in the Johannesburg suburb of Parktown, a rather upmarket Johannesburg suburb. About a mile from the hall of residence was Rockridge Road. I used to enjoy riding up Rockridge Road. It was an interesting ride. As one reached the crest of



the hill one was confronted with a stone wall seemingly built across the road. There was actually a right hand 90-degree bend in the road which one didn't see initially. When I visited Ruth at her hall of residence I was often asked by one of the other girls in the residence if I would take them for a ride on my bike. I really enjoyed this, particularly at night. I would go roaring up Rockridge Road and as we reached the crest of the hill suddenly the stone wall would appear in front of us. As my passenger screamed and clung on, I would drop the bike into the right hander, the outer edge of the centre stand would hit the tar in a shower of sparks, my passenger would scream louder and hang on tighter!

Ruth finished her teacher training at the end of 1967 and was appointed to the high school in the town of Piet Retief in what was then the south-eastern Transvaal, not far from the Swaziland border. Her appointment was from the beginning of the school year in January, 1968. Piet Retief was about 200 miles from Johannesburg, a small town in a timber growing area. The timber industry in the town produced pit props in gum and wattle for the mining industry, creosoted telegraph poles, wattle bark for the tanning industry and chip board. For a small rural town, because of the timber and associated industries, Piet Retief was quite a prosperous town. I well remember the first time I went to visit Ruth in Piet Retief one weekend on my bike.

South Africa has a glorious climate and, in the tourist industry brochures, is referred to as 'sunny South Africa'. However, that weekend it wasn't sunny at all. It was raining when I set off from home and it rained all the way to Piet Retief. In addition, for the last 60 miles to Piet Retief from Ermelo the road was under construction. It was a dirt road and was being tarred. The result was that the 'road' was one continuous series of muddy diversions, and when I finally made it to Piet Retief I was covered in mud. There was even mud on top of my suitcase on the back of the bike. The things one does for love when one is young! I enjoyed the weekend though.

Later in 1968, as further evidence of my growth to 'responsibility' I bought a car. It was a 1959 2 door Morris Minor 1000 in Eau de Nil green. It went very well and did all that I wanted it to do. It had more than a hum in the diff – I think there was a full orchestra in there which was very apparent at about 50mph. But I can't complain. It got me where I wanted to go and never let me down. Ruth's parents had, in the interim, retired and moved from Witbank to Kidd's Beach near East London in the Eastern Cape and bought a holiday resort as a retirement project. Kidd's Beach was 600 miles from Johannesburg. We visited Kidd's Beach in the Morris Minor doing the 600 miles in about 12 hours including stops. In the meantime, my younger brother had been called up to do his National Service and ended up being stationed at the Air Force radar establishment at Leandra, about 60 miles from Johannesburg so he used my Yamaha to travel to and from the base when he had a weekend pass. In February 1969 I went to work in my uncle's factory in Sydney, Australia only returning to South Africa at Christmas time. Ruth and I got married in May 1969 and as a result my motorcycling days were put on hold for a while.

Andrew Pantland

EARLY EXPERIENCE

My first experience of motorcycling back in the early 70's was a Yamaha 80, actually a 73cc, 2 stroke rotary disc valve single capable at best of 55mph, sensible transport to get to school on and make me independent. Riding a bicycle in Plymouth is not much fun - you are either freewheeling it down a hill or pushing it up one. I had my eyes on a very smart red 125 Yamaha twin, a machine capable of 75 mph +, "the bike" for 16 year olds at the time but when I went for a second viewing the seller came to the door on crutches having crashed the thing, a very common occurrence at the time. Hence me ending up with the Yam 80 which served me well for a year or so until the desire for a bit more power, so I bought a D14/4 175cc Bantam off my brother. It was like going back in time, 6 Volt electrics, pre-mix no ignition key, no reserve on the petrol tank, and barely 10 mph faster than my Yam 80 - no wonder the British motorcycle industry went to the wall. I did not shed a tear when it was stolen from Exeter Airport car park and parted out; I identified what was left of it in the back of a police car. The culprits were the airport manager's son and his mates. The little cherubs were maintaining their bikes by stealing bikes from the locality, breaking

them down in one of the airport buildings and then selling the parts to less than scrupulous bike breakers. They were charged with the theft of 8 bikes in total as that was all the police could identify from the parts they found. Luckily I had not sold my Yam 80 so I still had motorised transport.

It was at this point in June 73 that I read a small article in the AA Car magazine written by a certain Dave Minton entitled "So your son wants a motorcycle" - this was that moment in time when the legislation restricting 16 year olds to mopeds was about to be introduced. In the article he gave a brief summary of what he considered four suitable bikes that parents may wish to consider for their sons, they were a Honda CB100, Puch 125, Honda CD175 and a Kawasaki A1B 250 Samurai. He wrote the following about the Kawasaki Samurai: "The Samurai is probably the quickest 250cc road machine in production. It can outperform an E- type Jaguar up to 80mph. and cover a standing quarter mile in 15 seconds. At the same time braking is powerful and road holding unwavering. The care that goes into the design and manufacture of the engine extends to every part: this is truly a quality product." I was smitten - I gave no thought to having a local dealer and spare parts, I was a very green 18-year-old. So the hunt was on. I scoured Motorcycle News each week but no joy, not realising just how rare these bikes were.

Eventually in July 73 a Kawasaki A7 350 Avenger with 13500 miles on the clock turned up in the small ads of Motorcycle News. So what if it was a 350 - it gave me an incentive to put in for my bike test. Only problem was that the bike was in Essex and I lived in Plymouth at the time. I phoned the seller and arranged to meet him at Paddington Station. So off I went on the Friday afternoon train with my life savings in my pocket. Found the seller with the bike in the goods area of the station. He took me for a quick blast down Paddington High Road, honest you could do it then and 125 notes were exchanged and XGO482G was mine. With a bit of help she was loaded into the goods van on the 11.55pm mail train home, being the night mail train it stopped at every station on the line, but it did mean my day return ticket was still valid. We eventually arrived back in Plymouth at 6.00am. I unloaded the bike from the goods van and took her down in the lift to the station road.

The railway station in Plymouth is on the side of a reasonable steep hill and the station road comes out at the bottom of it. Once on the main road I just twisted the throttle, like one does, and to say she took off was an understatement, phrases like 'bat out of hell' and 'scolded cat' come to mind. I went over the top doing 70 plus I really did not know what had hit me.

Once home my older "wiser" brother took it for a try out and he suggested that I sell it rather than kill myself on it. No way Jose!

Within a couple of weeks, I had put in and passed my motorcycle test so I could ride her legally.

Never having any info on an A7 I had to take her as she was. I knew the switch gear was not original and the seat had been literally reupholstered, I assumed to the original design, but that was about it.

What I had bought was possibly one of the last original model A7's to be sold as she was registered in March 69 when the model ceased in 1968. I thought that being the 350 she was styled differently to the 250A1B with the chrome tank panels and binnacle speedometer rev counter; in fact, the bikes had gone through 3 model changes to eventually bring them in line with the 500 triples.

I did not have the names of any dealers so I made contact with C. Itoh who were the original importers and they supplied me with a workshop manual but a parts manual unfortunately. Kawasaki had yet to set up in the UK and a company called Agratti were dealing with the sale of the Triples and the Z1 and they did not want anything to do with the A series bikes. With no dealer within 100 miles of Plymouth, Kawasaki's of any sort were as rare as hen's teeth. One of the first Kawasaki dealers was Russell's of Loughborough - they were always very helpful, even though they had never sold the A series bikes and they became my main source of spares.

A chap in a local motorcycle shop lent me two road tests on the bike; one was of the original show bike from late 67 and the other from 1968 was ridden by Dave Minton. I copied out both reports by hand. It was the first real info I had on the bike and the first time I started to appreciate what I had. While Kawasaki are main stream now, back in the 60's they were relatively new to making motorcycles having only started doing so in 63. The aircraft division designed and built the A Series bikes and they wanted to make a statement to get Kawasaki's name into the market - hence them going to the race track for inspiration, as nothing sells a motorbike more than performance.

So they went for a rotary disc valve two stroke twin engine breathing through two 26mm carbs for the A7. Rotary disc valves were at the time race track technology due to the extra cost and complexity of the engine, as a result only Kawasaki and Bridgestone made use of them. Rather than the engine being ported by the pistons it is done by a pair of rotary discs made of phenolic resin, not dissimilar to a CD with a cut out in it. The rotary discs live in their own housings and rotate on each end of the crank, the carburettors mount on stubs on each of the rotary disc valve housings. When the cut out in the disc lines up with the port into the bottom of the engine the petrol air mix enters and none is lost, as is the case with piston ported two strokes. Net result is a much wider power band and more power than a piston ported two stroke of similar capacity, however, the engine ends up being nearly 2 feet wide and the generator has to be mounted behind the engine, a small price to pay!

I used the bike daily to get to college and to explore Devon and Cornwall with no real problems except for fouling of spark plugs when the bike was used a lot in town; I eventually learnt the solution was to drop the spark plugs down a grade. I never really thrashed the bike, never needed to; this was at a time when the power output of a 850 Mini was 40BHP. I only took her over 100 once and that was two-up, but just how true the speedo was reading one can never tell. The fun came from being able to leave all the traffic behind, with next to no effort. She had no trouble keeping up with the British 650's and 750's of the mid 70's, much to their owner's dismay and the handling was easily as good. Petrol-wise she would normally return between 40 and 50 to the gallon - only by riding continually in a manner that would have got you pulled would she do less.

On a return trip from Lands End, with 17,500 miles on the clock, just outside Liskeard the engine made some ominous noises, and literally came to a grinding halt. My friend and I were able to push her to the station which mercifully was not far and we put her on a train again, we then pushed her home from Plymouth station which again was not far. Taking off the cylinder heads revealed that one of the big end bearings had failed and to make things worse part of one of the needle bearings had come up through a transfer port and gouged a cylinder. I contacted a Kawasaki specialist in Kent by the name of Brian Flak to carry out repairs and the engine was crated up and despatched for a full rebuild for the cost of £96.

She was back on the road within a month and going as well as ever but this did not stop me hankering after a Brit 500, so I went to see one in Southampton (coming back via Thruxton), where the shop selling the bike was holding a track day. In the car park I came across a blue A7 like mine - the only other one I had seen. I left a note on the seat for the owner who got back to me, and we did meet up a couple of times in Clevedon - possibly the only time two early A7's have ever run together in this country.

In the January of '75 the Motorcycle show was on at the Royal Agricultural Halls in London which I had always wanted to see. So I rode the bike to London and back in a day, a round trip of 460 miles at a time when the A303 was a single carriage way. I am still not sure how I found my way to the show as the Halls are in the centre of London but I did. The bikes looked good, with the likes of the Benelli Sei, Suzuki Rotary, Honda Goldwing, Silk 700 and even a Triumph 350 Fury to name but a few. The highlight of the trip was seeing "that man" Dave Minton at the show as I was leaving. The return trip to Plymouth was in the dark with just a 35W headlight to show the way; I was in the pub rather cold just before 10pm. I must have been certifiable at the time!

"That summer", I just remember lots of rain; the bike got me up to the Lancaster University to see a friend.

We rode up to Kendell to see the Lakes; the return trip down the motorway was in torrential rain, not great.

Thankfully the day I rode the 330 miles back to Plymouth it mercifully stayed dry.

Mike England

MAG UPDATE

Has anyone stolen a road near you? Politicians are listening to the demands of the cycling lobby to hand over vast amounts of road space to assist a 'green recovery.' We do not have a fundamental issue with the support for increased use of active travel, but there does seem to be a blinkered fanaticism developing that leads to poor application. Interestingly even Grant Shapps, the man responsible for the Government money and encouragement of these 'temporary' schemes, has had to take a contrary position wearing his constituency MP hat and opposed a scheme in his constituency. This demonstrates that however admirable the intent, application of these schemes must consider the needs of all. The majority of journeys are not suited to cycling. Unsurprisingly therefore a majority of British citizens have stated they have no intention of cycling more. As such, any attempt to force a shift to cycling 4 by making other transport options less viable should be resisted. Any scheme that makes motorcycling less viable should be challenged. Why is this happening? Cycling is being portrayed as some sort of magic solution to all transport, health and environmental challenges. The argument goes that a 'green recovery' needs 'green transport' and cycling is somehow forced into this agenda as if it has some great relevance to this ambition. In reality, it is not a silver bullet that solves all issues. The data suggests that cycling has mainly been used as a recreational activity – even during the Covid-19 pandemic when everyone has been told to avoid public transport. Misunderstanding of the reasons for the increase in cycling is resulting in the large-scale theft of road space from legitimate road users with powered machines, including motorcycles. This action is taken under

'emergency' powers, meaning they don't bother consulting properly and just stick these new and highly restrictive new lanes for cyclists in place almost overnight. This can in some cases serve to choke up other traffic, increase congestion, and leave tracts of road almost unused, especially when it rains, as cycling fails to achieve expected increases. TfL predict a '10 fold increase' for London. Actual data is showing a very different picture. Modal shift to motorcycles presents a credible way to reduce congestion, travel long distances and save money. From a Coronavirus perspective, it also offers a clear opportunity to reduce virus spread due to the very nature of biking. Centrally we are communicating with every Local Authority in England via the Local Government Association to push our three demands positions of allowing motorcycles to use all new bus lanes and modal filters, and to make all new cycle parking dual use and accessible to motorcyclists. We are also seeking a similar route to authorities in the devolved administrations. We still need local activists to raise local concerns directly with their local authorities. The pace and sheer volume of schemes is impossible to address centrally. We will assist local activists where we can and will be keen to hear of successes and best practice examples where they occur so that these can be shared and highlighted in all regions. Let us know what action you are taking and what results you are getting, by phoning or emailing us at: 01926 844 064, or email: central-office@mag-uk.org

MPs on side We're glad to report that a number of Members of Parliament appear willing to become members of MAG. Also, be aware that MPs are responding to bikers' requests to ask questions in Parliament. We've never had such a high profile for motorcycling in the House of Commons. So, please ask your local MP to ask questions on our behalf and let us know if they agree. It makes a big difference to our profile as a road-using sector. And that's the best way we can protect your right to ride.

MAG outraged by latest Highway Code consultation announcement The Motorcycle Action Group has expressed outrage at the lack of consideration for motorcyclists in the latest review of the Highway Code. The consultation - entitled "Review of The Highway Code to improve road safety for cyclists, pedestrians and horse riders" - makes no reference to the statistically most at-risk vulnerable road user group. The consultation on proposed alterations to the Highway Code was published on the 28th July and is open for responses until 27th October 2020. The consultation website page states that the consultation is "seeking views on proposed changes to The Highway Code to improve safety for vulnerable road users, particularly the groups of: cyclists, pedestrians, horse riders" MAG's Director of Campaigns & Political Engagement, Colin Brown, said: "This is a shocking demonstration of the lack of care for the welfare of the most vulnerable road user group on the roads. As motorcyclists, we have to face the accusations and vilification of our legitimate choice of transport mode, whilst simultaneously suffering a near complete lack of interest in making the roads safer for us. We take no issue with moves to improve safety for other road users, but this systemic and sustained process of turning a blind eye to the needs of motorcyclists is unforgiveable. It is little wonder that motorcyclists get angry about this kind of thing, and we fully share their outrage. We consistently campaign for improved motorcycle safety and bend over backwards to support the limited number of initiatives designed to reduce motorcycle casualties, but the mere title of this consultation reveals the depth of the problem we face. How can it be that the most vulnerable road user group is the one road user group that is ignored? We are calling on the department to immediately revise the wording of the announcement to include motorcyclists, and then to develop meaningful discourse on what amendments can be made to the Highway Code to help improve the safety of riders. We will be writing yet again to the Secretary of State for Transport and urging our members to write in the strongest terms to their MPs. We are aware that our latest letter writing campaign calling on MPs to support our three reasonable demands for post-COVID transport restart upset the Department, but the Department should prepare for more upset in the coming weeks. We will not be silent until our rights for a safe road environment is recognised."

WHAT'S ON IN SEPTEMBER 2020

<u>Club Night @ DOM'S BIKE STOP, 2nd September</u>	
When: 18:00 Where: <u>Dom's Bike Stop, A44 Bromyard Road West Eaton Nurseries, Leominster HR6 0NA England, 07707 961823</u>	
<u>MID WEEK MEET</u>	
When: 16 th September, 12:00 noon Where: Elan Valley Visitor Centre LD6 5HP	

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

October 2020	
Wed 7th	TBC
TBC	Mid-Week Meet ?

OTHER ITEMS FROM THE COMMITTEE

JOBS VACANT If interested, please contact Steve Powell st1100@hotmail.co.uk <ol style="list-style-type: none"> 1. Membership Secretary 2. Runs Coordinator 	Good News about your MEMBERSHIP !!!! Due to Covid-19 and the guidance not to arrange social events, the committee has extended the membership until the end of December 2021 . This means all current members and anyone joining this year will not need to renew until January 2022.
TREASURER'S REPORT: Current a/c £ 954 Deposit a/c £3049 (no change)	MEMBERSHIP SECRETARY'S REPORT: Membership: 131 including 26 family members

ITEMS FOR SALE

Please contact Ron Moore 01544 388 621

Motorcycle Trailer for 3 bikes, fully functional Ask for price	Pushbike Carrier, sits on tow bar, for 2 bicycles £60
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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

<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>	<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>
<u>Sheepskin seat covers</u> Bespoke sheepskin motorcycle seat covers, handmade in Hay on Wye. For more info/prices, call Laurie Phone <u>07952 998320</u> Website <u>www.laurielewis.org.uk</u>	<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 <u>www.aidansweeney.co.uk</u>
<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> <u>http://lcmcc.uk/blog/2016/02/12/members-discount-at-green-spark-plug-company/</u>	<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>
<u>Clothing alterations</u> Repairs & tailoring (including) leather: Sew Bright Phone <u>01432 352622</u>	<u>Drive chain oiler</u> Tutoro, Lydney Phone <u>01594 841097</u>

<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: 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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