



THE BUSH NEWS



LEOMINSTER CLASSIC MOTORCYCLE CLUB NEWSLETTER

Website: www.lcmcc.uk Email: admin@lcmcc.uk / editor@lcmcc.uk

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

November 2020

CHAT FROM THE CHAIR

Apparently I am now too old to have a midlife crisis but a senior moment is okay, therefore I have treated myself to a thirty year old VFR750 with 17.5k on the clock with all MOTs to back this up.

My word it is a great machine the carb's are spot on, it rides like a dream - so smooth - just as I remember the first one I owned many years ago.

Had a lovely ride out with four other club members on the 11th October up the Devil's Staircase to the coast, many thanks to Dave T.

We have some new members which is encouraging. Whilst typing this I have just been informed that as and from Friday Wales is going into lockdown. Let's hope that next year will bring better things.

Stay safe folks.
Steve Powell

RIDE OUT TO ELAN VALLEY



Midweek meet at Elan valley visitor centre.

A dull miserable wet day arrived at Elan to find no undercover seating at all.

We sat on an outside bench until the rain came again, then found a small area with a roof above.

All six of us gathered and discussed different restrictions in different places and situations among other things. A warm pasty and coffee for lunch followed by a very wet ride home. Good that a few turned up.

Ruth Caldicott

BIGFOOT'S MUSINGS

On a really lovely Wednesday September 16 a few of us turned out for a meet at the Owl's Nest for beacon rolls or whatever, tea, coffee and a good old natter. It was great to get together once more and put the world to rights, a very good day riding in the sun.

On the 17th we walked from Lentwardine, which dates from Roman origins if not earlier, a really good walk on green lanes and field paths with some very big views over the Downton Estate. The weather was perfectly sunny with a gentle breeze. September saw my first visit to North Wales and a fantastic few days - wall to wall sunshine, massive views and not many people. It was so good to be back amongst the mountains.

Once more on September 24th Steve Hackett took us on a cracking walk from Kings Caple around Sellack - a really interesting route through woods, riverside, fields over a very bouncy bridge and through a hidden valley. A good day.

Sunday 27th, and I was off to Holt Fleet for a Worcester VMCC run. We rode on A, B and C-class RDs around North West Worcestershire, South Shropshire and North East Herefordshire. We had wall to wall sunshine, a lot of cracking scenic roads and a good mix of bikes from the 30s to the 70s. very interesting roads - I could not think of a better way of spending a sunny Sunday! The 1st of October saw us walking from Catbrook with an iffy weather forecast on the day before. Someone must have been smiling on us. We hit the bonus button as we had lots of sunshine and it was good underfoot through the woods and along the green lane - a very pleasant 5 miles. The green lane brought back lots of memories of riding in the Wyegate Trail. A 90 mile event held in the lower Wye Valley, it was my favourite event - lots of green lanes and back roads made for a very good day out.

I have heard the Steel Horse has been sold as a private house! It's a shame as it was always a good place to go. We had some good meetings there and the food was always good. I don't think it will be the last venue we will lose over this winter.

What a wonderful weekend the 1st weekend of October was - 7 of us went on a very wet VMCC run up to Dolfor. It was that murky we couldn't see our feet at times! Still, the lunch was good and we had a good walk through woods and along the River Lugg in the sunshine.

The following Thursday, the day before I went to sort out a walk around Shobdon Hill, we really enjoyed 6 miles with some big old oaks along an old coaching road, now a green lane. I heard a red kite calling, saw a buzzard drifting along the track in front of me - had some good views.

A very enjoyable few hours on Sunday September 11th as the sun was out. I was off to Elan Valley on the Outfit, a very nice run up but as I got to the Pen-y-Garreg dam the rear tyre went BANG, so I had to very pleasant ride home in a breakdown truck. I never had a tyre go down so fast. So on Monday I went off to D&R for a new tyre and tube and then all the fun chancing it. Life can be a bugger at times.

Ride Safe
Bigfoot

FETTELING FUN – PART 6: BUILT QUALITY

Not so nice when a mate sees you fettling away and says, “still polishing the turd, then?”

Particularly when you have discovered yet another defect to add to the list: bolt missing from



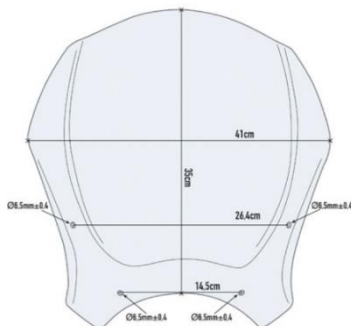
rear reflector, indicator switch occasionally not cancelling if it's wet, and a loose silencer mount.

This time it was simply the seat release cable, which goes from the side panel to the rear of the seat passing underneath the mudguard, being too long and touching the rear tyre whenever the suspension compressed fully.

Checking with the usual user groups suggested there should be a securing clip but, as it turned out, only on some models. Not to be thwarted I thought it would be simple enough to reduce the cable length but unfortunately this wasn't possible due to soldered/crimped nipples on either end so I simply drilled a new hole through which to pass the cable which lengthened its run without being too extreme to cause it to bind.

Now why would Moto Guzzi decide to use a securing clip on some models and not others?

The next mod was adding a screen. Straightforward? No. It appears that the Night Thrill version has a different headlamp arrangement (it's LED) so the OEM and aftermarket screens available at that time would fit if only there were suitable brackets. Universal screens are available which mount on front forks and/or handlebar and are usually the larger, touring style such as the Puig Ranger. These work but the fittings tend to look rather untidy as they are required to fit just about any bike. I spotted that Givi were manufacturing specific brackets for its smaller 140S screen for naked and, as soon as they became available, ordered a screen and the fixing kit (from Italy as none were in the UK).



These arrived in six days and I checked the contents, yes, everything there: bolts, brackets, spacers, screen etc.

Mounted up the brackets, reached for the screen only to realise they had sent a 140D which bizarrely was for a Fazer. Emailed the supplier and a replacement came in double quick time and was duly fitted.

A few things were irksome, though. Firstly, getting the bolts into position behind a screen fitting snugly against the speedo nacelle and the headlight required fingers the diameter of matchsticks with the flexibility of pipe cleaners and the strength of mole grips. Secondly, the allen-headed screws were secured with nyloc nuts rather than



having threaded brackets (or captive nuts) which made the whole job more difficult than necessary. Lastly, the brackets had kidney-shaped holes to allow for screen positioning and I located it in its most vertical position at first only to have to re-do everything again to move it to my favoured position. I only hope I don't need to do any work in future that requires access to that area.

Steve Hackett

RIDE OUT TO ABERYSTWYTH

It wasn't totally impromptu (but not precision planned either), anyway 3 other bikers turned up at the meeting point at Kington, leaving fairly promptly at 10.45 (apparently a few more turned up a few mins later) oops sorry.

We carried on along the A44 and turned off towards and through Builth Wells onto A483 to Beulah, turning right climbing gently to begin with, nearly went up someone's drive (lack of concentration), over a couple of river crossings then climbing Devil's Staircase with hairpin bends (I managed to glance back - absolutely stunning).



Carried on through forest area and because we had climbed up we then had to go down (photo shot at top). I must say absolutely beautiful wilderness views along the whole road.



Got to Tregaron and missed the B4343 to Devils Bridge so carried on to Aberystwyth for lunch.

Made our way back via the main road nearly having an encounter with a speed gun, stopping at Crossgates for ice cream. Home for 5.00 ish.

Beautiful sunny day for a fantastic ride.

Ruth Caldicott

MAG UPDATE

Road closures latest As reported in the previous Network, MAG has become aware of a series of worrying road closures, promoted by Government and implemented by zealous local authorities. The consistent justification for these is to promote social distancing, for which, apparently, we need guidance to walk and cycle. Leaving aside the obvious questions about what the scientific evidence is to show cycling is safer than a motorcycle (or a car) in terms of Covid-19 transmission; the major problem is the massively increased obstruction all this road space removal is causing. Anecdotal evidence has indicated that these schemes have increased journey times and congestion with the ironic result that the process may have also increased vehicle emissions. MAG has researched the legal situation in regard to these restrictions. We conclude that the Government has enabled local authorities to make these road closures without the usual 3 consultation process. This is possible because of the 'emergency' we are currently living in – namely the Covid-19 pandemic. As a result, there's not been any public opportunity to submit objections to these schemes, even though MAG members have repeatedly reported to us that their lives are being heavily disrupted by the measures. MAG's Political Unit is clear that the opportunity to object to these measures will come once the emergency powers come to an end. At that time, we will actively support you if you have legitimate reason to object to what are technically 'temporary' measures. The councils will therefore have to consult if they intend to keep these road closures in place. We therefore ask you to tell us if these steps have been taken in your area, and if you feel we should be taking a stand when the time comes. It's worth noting that similar measures in Germany have fallen foul of the law and have already been the subject of orders for their removal.

Points mean prizes: but not in a good way The Association of Police Chief Constables (PCC) is trying to gather evidence about whether you agree they should get to keep money they raise in fines to do even more enforcement work on our highways. MAG has major issues with this idea. It basically turns fines into a money making scheme for the police. We've seen this with speed cameras. They're sometimes put in places that don't have an accident problem, but do have lots of potential to raise vast sums of money for the authorities. If this latest idea goes ahead, then be aware it introduces a huge incentive to the police to go out and fine more people regardless of whether it makes anything safer, because the money would come back to the police service. It corrupts the system away from safety and towards making money. The policy will submit the results of this survey to the Department for Transport Call for Evidence about roads policing. To quote the PCC: 'This survey will allow PCCs to advocate the strength of public feeling to make roads safer and give the Government the evidence it needs to act.' SO, as you can see they're already assuming you agree with the proposal! Please share YOUR view, and get as many people as you can find to reply. The survey takes about a minute to do:

<https://www.surveymonkey.co.uk/r/apccsaferoads>

Tangible progress with DfT Due to pressure from the three demands campaign we secured a series of meetings with the DfT which culminated in an offer for MAG to take up a seat at the Road Safety Delivery Group, a place on the new Motorcycle Strategic Working Group and membership of the DVSA Bike Training and Testing Advisory Group (BikeTTAG). This represents an unprecedented level influence at the DfT that the political unit fully intends to use. There is still a shocking blind spot when it comes to motorcycles in Government policy, but your political team will continue to change perceptions, challenge misconceptions and slowly bring them round to realising that motorcycles are good.

UK's first 'Dutch-style' roundabout with priority bike lane opens in Cambridge



A 'Dutch-style' roundabout giving priority to cyclists and pedestrians over drivers has just opened in Cambridge, a first for the UK. Drivers must give way to bicycles when entering and exiting the roundabout at the red cycle lane that circles the junction.

All entry and exit roads feature narrowed lanes to encourage motorists to reduce their speed and take more time to adjust to other road users. A central over-run area will allow larger vehicles to manoeuvre round the roundabout. There are zebra crossings on every arm of the junction. The Prime Minister unveiled plans to spend £2 billion to improve cycling infrastructure and establish 12 'Mini Hollands' to support commuters returning to work as zlockdown measures begin to ease.

WHAT'S ON IN OCTOBER and 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

NO Club Night

Due to the latest developments regarding Corona we decided to postpone the club nights until further notice.

MID WEEK MEET

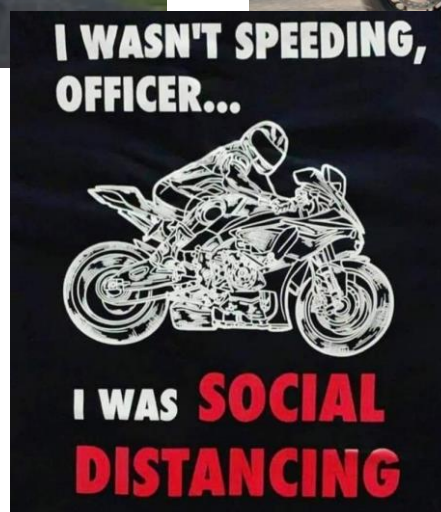
When: Wed, 18th November, noon

Where: A40 Café at Pencraig

OTHER ITEMS FROM THE COMMITTEE

<p>JOBS VACANT</p> <p>If interested, please contact Steve Powell st1100@hotmail.co.uk</p> <ol style="list-style-type: none"> 1. Social Secretary 2. Visiting Speaker Coordinator 	<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>
<p>TREASURER'S REPORT:</p> <p>Current a/c £ 954 Deposit a/c £3049 (no change)</p>	<p>MEMBERSHIP SECRETARY'S REPORT:</p> <p>Membership: 131 including 26 family members</p>

JUST FOR FUN



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>
---	---

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 07952 998320</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 General Data Protection Regulations of 2018 and will only be used to contact you on club matters.