



THE BUSH NEWS



LEOMINSTER CLASSIC MOTORCYCLE CLUB NEWSLETTER

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December 2020

CHAT FROM THE CHAIR

First of all I hope that everyone is well and doing okay during these strange times, there are all sorts of stories and different advice doing the rounds.

Not a great deal to report a committee meeting has not taken place for two months which is a great shame as there is so much to discuss, we will get together as soon as possible.

I know that Sabine is running out of articles to include in the newsletter which can make things very difficult. We have plenty of members why not submit something it is not fair have to rely on the same few members each time.

A newsletter with no content would be pointless so come on.

Many thanks to Sabine for all of your help and support.

Steve Powell

BIGFOOT'S MUSINGS

I must admit to agreeing with Ruth - that the mid-week meet at Elan Valley was an awful day to be out on a bike; wet is an understatement – it hissed down most of the way up to Kington and back.

The next day we walked from Longtown up under the Black Mountain – we crossed some old hay meadows along a green lane which I last rode about twenty years ago; along the river Monnow all in sunshine – it was a fantastic walk.

The following Thursday with a forecast of heavy rain all day; Steve H took us on a zig-zag route around Checkley, through fields that had not been ploughed for probably hundreds of years – some old orchards, woods and green lanes with some very good Autumn tints. And as for the rain we did not even get our coats wet - another really good walk; where did the rain go over Hereford?

....Apparently it went to the last VMCC meet of the year at the Watering Hole – a good turn out – we even had some Worcester Club members turn up; I think we are all getting one last ride in before the Lockdown. Had a bit of a run after and got wet again – there were some nice bikes there including one homemade special made from an MZ frame using a lawnmower Villiers 250 engine. It looked a bit Greeves – he had bolted a 4-speed gearbox on to the back of the motor – used the MZ forks and wheels, a homemade seat, a tank from a jumble cost £10 – not bad for an alloy tank. It goes like a rocket. This is not the first bike he has done – there's a Panther in a Norton frame and two cars. If it had not been for the Worcester section of the Vintage Club who helped keep the wheels turning, it would have been a very poor summer for me. They put on some very good days riding for us.

I would also like to say a *thank you* to Dave and Ruth for keeping the mid-week meetings going under some very difficult circumstances. 2021 has got to be better. I think I have done less miles than I have ever done in over fifty years.

Sitting here at the end of November it looks like we are in for a long Lockdown this winter, which means it could be pretty grim. Anyhow, I hope you all have the best Christmas you can.

Stay Safe


Bigfoot

FETTELING FUN – PART 7: FEELING TYRED

OE tyres are rarely satisfactory. After all, they are a compromise in terms of performance and price point so it's not surprising to identify shortcomings. The V7 came shod with Pirelli Sport Demons which should, on paper at least, be competent performers even though made in Brazil. It wasn't long before I noticed the bike was on rails – not in a good way that is. At the first sign of a groove in the road the front would follow it perfectly irrespective of where you were pointing. Even worse was the tendency to do this when crossing white lines at speed causing a disconcerting shimmy with attending uncertainty in direction - and a momentary tightening of the sphincter! Worst of all was the feedback over bumps on bends (when pushing on a bit) with the bike unsettled and unable to hold the desired line.

Of course, there may well have been other factors at play such as the 18 inch front wheel and long trail (106mm) which no doubt had an affect so it was off to search the User Groups to see what others had found. By this time I had covered some 2500 miles so knew it wasn't an occasional issue and was keen to see if others had similar experiences and what solutions had been tried. Unsurprisingly, tyres and suspension came top of the list ranging from zero cost (pulling the forks up through the yoke to reduce trail) to full fork rebuilds costing £hundreds with tyre change being a popular mid-cost choice. One big positive in favour of replacing tyres is that it is inevitable at some point in time so can be phased in when the old ones are worn effectively adding no additional running costs.

So, tyres it is then (at least as a first step). But what to choose? Ask ten people and you are likely to get ten different answers as my experience has been that they tend to have favourites based on gut feeling or are simply justifying their purchasing decision. Finding sensible answers from sensible people on the Internet is rife with difficulty and reading between the lines becomes essential. Nevertheless, some tyre choices bubble to the top and a shortlist writes itself. First off, check what you have fitted and whether there are alternative sizes available then identify what is available from each manufacturer.

Tyre markings	Meaning
	<ol style="list-style-type: none"> 1. tyre width (180mm) 2. aspect ratio % (height compared to width) 3. speed rating (Z = +240 km/h) R = radial; hyphen - = cross-ply 4. wheel diameter (inches) 5. use (m/c = motorcycle) 6. load index (73=365kg) max speed at correct psi (W=210km/h) 7. direction of rotation 8. date of manufacture (mmyy) <p>also make & model, country of manufacture</p>

The V7 comes with 130/80-17 (rear) and 100/90-18 (front) with a 110/80-18 (front) optional. Note the wider front tyre has a different aspect ratio to maintain the rolling radius – only important because the traction control and ABS would be confused if the wheels rotated at different speeds. A front-wheel driven speedo could also get out of kilter and, a different rear tyre rolling radius would affect gearing but neither of these apply on the V7.

The load index for the OE Pirelli tyres is 65H (rear) 56H (front) which equates to a load carrying capability of 290kg (rear) and 224kg (front) at a max speed of 210km/h (131 mph) when correctly inflated. Unlikely to be exceeded on this bike!

Browsing tyre makers' websites elicited some interesting info. Firstly, there is an incredible range of tyres on the market, but surprisingly size does matter! I had thought that the 18 inch front wheel would be a limiting factor but it turned out to be the 130 width rear tyre that was pivotal. Now this was a self-imposed limitation because I didn't want cross-ply tyres as I much prefer radials and mixing the two is never a sensible option even though some combinations are permitted. Also, with no off-road riding (or even a hint of it) I stick with sport-touring tyres and I have always been happy with Bridgestone BT23s on previous bikes. They may be considered 'old' technology but let's face it, I am never going to be pushing a tyre to anywhere near its limit so paying extra for the latest grippy rubber is pointless. Sadly, Bridgestone only have cross-ply tyre options to fit both front and rear and so it was with all the other makers except one. Continental Road Attack 3s were made in the rear size and also to fit the wider front. Luckily recent tyre comparison tests had rated them highly so the Hobson's Choice seemed less of a compromise.

Make	Tyre	Radial/Cross-ply	Front	Rear
Avon	Roadrider Mk II	cross-ply	Yes	Yes
	Spirit ST	radial	Yes	N/A
Bridgestone	BT46	cross-ply	Yes	Yes
	T31	radial	Yes 110/80	N/A
Continental	Road Attack3	radial	Yes 110/80	Yes
Dunlop	Streetsmart ST	cross-ply	Yes	Yes
Metzler	Lasertec	cross-ply	Yes	Yes
Michelin	Pilot Activ	cross-ply	Yes	Yes
Pirelli	Sport Demon	cross-ply	OE	OE

Cost wasn't really an issue as a pair of tyres fitted and balanced tends to be around the £250 mark irrespective of make. Yes, I could save some money by doing it myself or removing the wheels but why not let someone else enjoy the delights of a shaft-drive rear.

So, has it solved the problems? Yes, hugely better, the bike is more composed and I have so much more confidence in the front now. Is it perfect? Of course not. Now where did I put that suspension catalogue?

Steve Hackett

OFF ROADING ON A HIMALAYAN: part one

As many of you know I recently joined the 'Himmi' club and I love that Bike. My Royal Enfield Himalayan is the bike I possibly should have bought years ago as it is a very versatile allrounder. I always had off-roading on my mind and that's where my adventure starts!

I always dreamt of going off on long tours and holidays on a bike and the only way of doing so is to get more experience, right?! Now I was determined to go off-roading!



Through the Himmi Facebook page I met very quickly quite a few interesting characters including Siân, a lovely lady who shares the same passion for Roller Derby and motorcycles. Perfect! She invited me to come along a trials/green laning day around Gloucestershire, along the TET (TransEuropeanTrail).

On a very cold morning in September I said Bye to my husband and children, looking forward to an exciting day out, leaving parenting to my husband. Jackpot!!!

Off I went, no satnav in place but only memorizing the route the night before. What can possibly go wrong?!

I managed not to get lost and we met at the Golden Heart Inn along the A417 around 10 a.m. We were accompanied by 2 other Himmi group members John and Matt, 2 very nice and experienced off road guys.

Boy, was I excited!!!

Siân mentioned she's forgotten to bring spare gear and brake levers! What!!!!??? Will I actually drop my bike and possibly break it!??? Yes, she said, you will and we might have to replace things to keep you going! I wasn't really expecting that?! Or was I?! But I better get used to that thought and toughen up. Just don't drop it!

So, off we went, following Siân, not knowing what to expect. Along a few busy roads we got eventually to our first bit of green lane including deep ruts! Luckily it hadn't rained for a few days, but I got very nervous as I knew my Pirelli MT tyres didn't have a lot of tread left on them. My bike was handling very well to start with but the deeper the ruts got the more I started to panic. How do I do this?! I was holding on for dear life, just what you shouldn't do. "Relax!", Siân said.

Am I gonna fall?! Am I gonna fall?! Somehow, I managed to stay upright and actually was quite pleased with myself that I wasn't the slowest. Siân was off like a shot, but she has a couple of years of experience, and so did the boys. I wasn't sure whether I can keep up with them but somehow it was all ok and pretty relaxed. I was determined.

After we managed to get out of this alive, we carried on up and down, in and out of different terrain, muddy forest paths with slippery sticks and branches, gravelly steep downhill tracks and even a few big puddles! It really pushed me to my limits, totally out of my comfort zone, but 'NO PAIN, NO GAIN!' I thought, no chickening out of this now!



We eventually got to a ford, about 20 m long. Officially a road, more a stream, like, quite full of water around this time of the year and it looked scary! Matt said he'd done this one before and it isn't that bad. Right! Looking deep and slippery it was actually blocked off with barriers as the very slim walkway alongside of it had partially collapsed! Hmm, shall we be naughty!? Yes. After a democratic vote we decided to move the barriers and go for it. I got wet feet as I drew the short straw to remove them! Cold feet for the rest of the day that was!

Matt went first, steadily and calmly he went through beautifully. Easy, I thought, no problem. Sian and John followed. I now got very nervous! I had to get on my bike and take a very sharp turn to my right towards the ford on a very slanting road. And BANG, I dropped my bike!!!! It wasn't even off road and I just lost my balance, and it went, taking me with it. Couldn't do anything, just had to let it go. I was a bit in shock I reckon. What a horrible experience being pinned under your bike, but it's bound to happen. Better now than alone and unexpected.

The boys and Siân got me back on the bike swiftly, only dented my tank as my crash bars moved and got pushed into it. Luckily, I didn't notice at this point.

So, back on the bike I went for it. Into the ford, trying not to slip on the algae covered pebbles under the water surface, or stop and fall. My feet were sticking out either side and got even wetter! I felt silly, like a beginner (which I am), but I made it through ok, sweating.

After a few more tiny little roads through beautiful Cotswold villages, taking in the few warm sunrays on such a cold and beautiful late September day, we found a few more small fords, fellow adventurous motorcyclists and a quick picnic on the go (it turns out I was the only one who brought some and ended up feeding everyone).



Around 4ish we decided to call it a day as we were cold, wet and hungry. I admitted I was getting a bit tired, worrying that my concentration is going to fail me sooner or later. I already had 3 falls, a dent in the tank and a bent foot gear peg on that day and decided not to push my luck any further.

All-in-all I think for a first timer at off roading I was pretty happy with my performance and after we had a drink and cheesy chips we all made our way back home solo, knowing we will be sleeping very well that night.

Sabine Ray

MAG UPDATE

Highway Code Hierarchy By the time you read this the Highway Code Review consultation will be closed and MAG will have submitted a very lengthy and detailed response. The consultation document was 67 pages long but the survey questions did not cover all the proposed rule changes. One of the key arguments made by MAG is that in order to make the Highway Code easily understood, and more likely to be read, it should be made shorter. Adding ever more rules to cover ever more complex road layouts and junction designs is a good indicator for why casualties are not reducing for any road user groups. We will seek opportunities to continue to make the case for a new approach to road safety, but will wait to see what changes if any are made to the proposals for the Highway Code and whether casualties go up, down or remain the same as a result

Choice in Transport Roundtable 2020 You have doubtless heard people going on about a 'climate emergency.' This is used to justify profound changes to your freedom to choose how and when you travel. The Motorcycle Action Group is working to protect your choice in personal transport, with others who want a serious and data-based discussion on environment, liberty and practicality. Lembit Öpik, MAG's Director of Communications and Public Affairs, is helping to hold an informal roundtable event on Tuesday, 24th November 2020, to discuss what choices are acceptable, and how the motorcycling community should regard the relationship between petrol, electric and other power sources for your motorbike or scooter. MAG's campaign – working title 'Choice In Personal Transport (CHIPT) – aims to:

- Prevent wholesale removal of choice in regard to road space
- Challenge scientifically unfounded bans on some types of motive power.
- Protect your right to operate older motorcycles.

The Government wants to ban the sale of all new Internal Combustion Engine (ICE) machines by 2035 at the latest, motorcycles included. MAG is part of a Steering Committee with others concerned about the impact on personal choice. Key contributors are MAG, the Alliance of British Drivers (ABD), the Global Warming Policy Foundation (GWPF) and Fair Fuel UK (FFUK). The Group is operating very effectively. The threatened ban on Internal Combustion Engine (ICE) vehicles by 2035, or sooner, is driven by the Government's ambition to cut greenhouse gases in the belief this will reduce negative effects of human activity on earth's climate. Also, the proposal to introduce E10 fuel – petrol that contains 10% ethanol – is intended to make the UK's transport emissions greener. This fuel could be unusable in older petrol motorcycles. On the health side, removing road space and giving it to cyclists is supposed to help social distancing during Covid-19, improve 'active travel' and cut emissions. Similarly, the Ultra Low Emissions Zone tax in London and similar ideas elsewhere, are supposed to cut deaths – though some politicians promoting these zones wrongly claim it's about climate change (clean air zones tend to increase greenhouses gases because engines that run richer and use more petrol produce less NOx). It all limits your choice of motive power; access to road space and ability to use existing road vehicles and it affects much of the transport stock on the highways, not just motorcycles. We seeking some say over this. Many in the CHIPT campaign feel that the agenda is currently being driven forward by a very small caucus of sometimes militant and law-breaking activists who steal headlines in a media that doesn't seriously challenge – or even

understand – the health and environmental or health science behind the agenda. So, what’s been achieved so far? MAG submitted a detailed response to the threatened introduction of E10 fuel. We also responded to the consultation on the proposed banning of new Internal Combustion Engine (ICE) powered vehicles. We have challenged London Mayor Sadiq Khan for reintroducing punitive taxes on older motorcycles in the form of the Ultra Low Emissions Zone tax. Modal shift to smaller vehicles, such as motorcycles, can happen now. Also, alternative fuel such as hydrogen power, and kinetic energy conservation are all options. MAG has no objection to electric vehicles. It’s the compulsion that affects our liberty. Also, we watch with concern the debate about autonomous vehicles. This could limit our choices, as it’s hard to get fully autonomous vehicles to co-exist with human controlled vehicles, and we fear a further loss of road space to dedicated autonomous lanes or whole roads. MAG works interdependently with others – a vital step in the progression of MAG from being the periphery to being a key player. To those who feel MAG can succeed as a lone voice, Lembit says ‘I can assure you that this simply isn’t realistic on an issue that extends way beyond the boundaries of motorcycling, and influences the future of the entire transport sector. If we try to do this alone, our motorcyclist rights agenda risks ending up outside the central debate. Even if you want electric power, or support other forms of motive force, the need for a balanced approach is essential.’ What you can do now is write to your MP, asking if they support or oppose the ICE ban. We can evolve the campaign accordingly on an MP-by-MP basis. We are finding more individuals and organisations to speak up – and MAG is showing a lead in working with them. On 24th November 2020, we’re holding our first roundtable event about these matters. And you’re invited. This is a collaborative initiative to begin bringing together key players from across the transport and environmental spectrum. The aim is to work towards creating a deliverable, data based strategy for transport planning over the next 20 years. Motorcyclists are a key part of the mix – we offer unique advantages important to all policy makers. We want to shift away the debate away from rhetoric and emotion which has often dominated towards informed decision-making.

Temporary traffic measures ‘doing much more harm than good’ A new parliamentary petition is calling for the removal of temporary traffic measures introduced as a result of the Covid-19 pandemic. Councils across the country have been implementing schemes to promote active travel at a time when capacity on public transport is limited, as well as to help people maintain social distancing and reduce vehicle use. Many of these schemes which include new cycle lanes, School Streets and low-traffic neighbourhoods (LTNs) have been funded by the Government, as part of a £2bn package announced in May. The petition has been posted by a private individual, David Tarsh, and is supported by the Alliance of British Drivers. The promoters of the petition, which has nearly 15k signatures, acknowledge that the ‘experiment’ was well-intentioned; but say it is now clear that the temporary traffic measures ‘are doing much more harm than good’: <https://petition.parliament.uk/petitions/552306> They are calling for the measures to be ‘removed immediately’ to ‘improve the travelling experience for the vast majority of road users’. The survey reads: “Road closures, School Streets and new cycle lanes are creating severe congestion, long traffic delays and severe frustration across the country. Although well intentioned, the experiment has failed. “Government guidance supporting such measures, and funds for them, should be withdrawn immediately. “Many councils have introduced schemes touted as encouraging walking and cycling, but their real impact is gridlock. “They’ve been built without proper consultation, illegitimately justified by the Covid crisis and backed by central government direction and finance. “Congestion and pollution have increased, people are inconvenienced, local businesses have lost trade and lives jeopardised with emergency vehicles stuck in traffic. Cycle tracks are often empty, while the roads alongside are jammed.” The survey needs 100,000 signatures to be considered for a debate in parliament. David Tarsh, who posted the petition, said: “Where I live, the temporary cycle lanes around Hammersmith are a source of huge frustration. “The traffic is frequently gridlocked whilst the cycle lanes alongside are often empty. They are dangerous; several people have complained about near misses at junctions and many experienced cyclists won’t use them as they feel the road is safer. “Ambulances on emergency calls have been badly delayed and they are causing

unnecessary pollution because crawling traffic is more polluting than flowing traffic. Worst of all, despite clear evidence now that they do more harm than good, our council wants to make them permanent!” Roger Lawson, campaign director for the Alliance of British Drivers, added: “We welcome this petition. It has been most unfortunate that central Government has supported these irrational measures and permitted some local councils who have an anti-car stance to introduce schemes without public consultation that have increased traffic congestion, increased air pollution, blocked emergency services and increased journey times for all. “The sooner these schemes are abandoned, and we can return to normal, the better. The opposition to such schemes, particularly to road closures, as we saw in Lewisham where we are supporting a campaign by local residents against them, is enormous while local councillors just ignore the complaints.”

FREE TO CLUB MEMBER: BENCH DRILL

Make: Nutool

Model: CH10

Drive: 5-speed belt

Chuck: 1-13mm key chuck

Voltage: 240

Power: ¼ hp

Condition: some cosmetic marks/rusting consistent with age/use

This is offered free of charge to a club member but a voluntary donation to Hereford Food Bank would be appreciated.

Contact Steve Hackett 01432 272244



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

December’s Club Night and Christmas Due

Sadly due to the current situation we are still not able to hold any events. Stay Safe!

MID WEEK MEET

When: 16th, noon

Where: A40 Café, Pencraig (please check with Government Guidelines nearer the time)

We need your help to save the Ancient to Modern Show 2021

Unfortunately, the ATM show didn't take place this year due to the Lockdown - the club would be sad to see this event disappearing.

We are hoping to find volunteers to organise and coordinate the show for the first bank holiday in May 2021 (government guidelines permitting) as it is quite a bit of work involved - all proceeds go to charity!

Please could members who are interested please get in touch with either

Andy Williams : vagabanjo@hotmail.co.uk

Dave Peake: peakey.11@btinternet.com

Many thanks

OTHER ITEMS FROM THE COMMITTEE

JOBS VACANT If interested, please contact Steve Powell st1100@hotmail.co.uk <ol style="list-style-type: none">1. Runs Coordinator2. Social Secretary3. Visiting Speaker 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 £ 4399	MEMBERSHIP SECRETARY'S REPORT: Membership: 131 including 26 family members

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>
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<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> 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 <u>Phone 01291 628528</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: 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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