

GROUPS

Cont. . .

SOUTH EAST

N. W. LONDON

Roger Newark, 76 Hale Grove Gardens, Mill Hill, London NW7 3LU. Tel: 081 959 2386
1st Thursday, Coach & Horses, Newgate Street, St. Albans (to be confirmed)

HERTFORDSHIRE

Alan Vincent - No address supplied

KENT

Nick Moon, 88 Ship Lane, Sutton at Hone, Dartford, Kent, DA4 9EE. Tel: 0322 862855

2nd Tuesday, Pied Bull, Farningham, Nr. Brands Hatch

ESSEX

Neil Gamble, 13 Cankwell Close, Chelmer Village, Chelmsford, CM2 6SG. Tel: 0245 461643

4th Tuesday, The White Bear, Stanford Rivers, Nr. Ongar

SOUTH LONDON & SURREY

Brian Wright, 99 Boundary Road, Wallington, Surrey, SM6 0TE. Tel: 081 669 4214

9pm Every Wednesday, Epsom & Ewell F.c., West Street, Ewell

SUSSEX

Bevis Billingham, 182 Elmer Rd, Middleton on Sea, Bognor, W. Sussex, PO22 6JA. Tel: 0243 585128

Last Thursday of every month, Selsey Arms, Coolham, junction A272, B2193

THAMES VALLEY

Bob Williams, 43 Cheapside Road, Cheapside, Ascot, Berks. SL5 7QR. Tel: 0990 24958

3rd Monday, District Arms, Woodthorpe Road, Ashford, Middlesex

SOUTH WEST

BRISTOL

Richard Tallon, 5 Danvers Road, Corsham, Wiltshire, SN13 9LP. Tel: 0249 715426

2nd Monday, Tennis Court Inn, Deanery Road (A420), Kingswood

CORNWALL

Roger Fogg, The Old Post Office, Lanjeth, St. Austell, Cornwall, PL26 7TD. Tel: 0726 883536

3rd Tuesday, London Inn, Summercourt

DEVON

Martin Cooper, 152 St. Margaret's Road, Woodford, Plympton, Plymouth, PL7 4RF. Tel: 0752 337491

2nd Tuesday, The Welcome Stranger, Bickington, Nr. Newton Abbott

DORSET

Norman Howard, Dairyhouse Farm, Berwick St. John, Shaftsbury, Dorset, SP7 0HQ
Tel: 074788 615

1st Tuesday, Stable Bar, behind Drax Arms, Bere Regis

MENDIP

Gwyn Thomas, Minorities Cottage, Wells Road, Priddy, Wells, Somerset, BA5 3AU
Tel: 0749 75294

Ring Gwyn, Hunters Lodge Inn, Priddy, Wells, Somerset

GLOUCESTER

Ron Carter, Lynton, Ebbley Road, Stroud, Glos. Tel: 045 382 2707

2nd Tuesday, Painswick Institute, Painswick, Glos.

SOMERSET

Nick Crocker, Sunnymead Farm, Halstock, Yeovil, Somerset. Tel: 093589 261

Last Thursday, The Globe Inn, Market Place, Somerton, Somerset

WILTSHIRE

Bill Riley, 141 Bath Road, Bradford on Avon, Wiltshire BA15 1SS. Tel: 02216 3811

1st Tuesday, The Tollgate, Holt

WALES

GWENT

Brian Stubbs, 68 Caernarvon Crescent, Hanyravan, Cwmbran, Gwent. Tel: 06333 65886

1st Tuesday, Kings Head, Pontnewydd, Cwmbran

NORTH WALES

John Mills, 7 Brookfield Drive, Holmes Chapel, Cheshire, CW4 7DT. Tel: 0477 34425

1st Wednesday, Hope & Anchor, Ewloe Place, Buckley, Clwydd

WEST WALES

G. Jones, 17 Hillfield Place, Parclyn, Cardigan, Dyfed, SA43 2DJ

Meetings to be arranged

SCOTLAND

EAST SCOTLAND

Les Mollison, 28 Redcastle Crescent, Broughty Ferry, Dundee, DD5 3NF. Tel: 0382 738530

2nd Wednesday, Glencarse Hotel, A85, Perth to Dundee Road

MEMBERSHIP SECRETARY

Peter Clark, 34 Oak Rd, Barton-U-Needwood, Burton on Trent, Staffs. DE13 8LR. Tel: 0283 713209



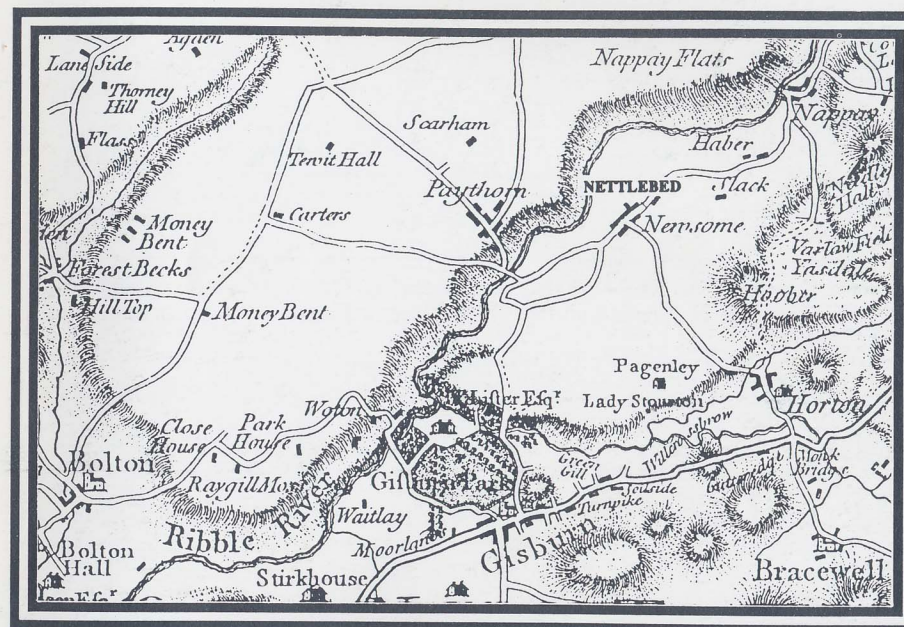
TRAIL

SEPT. 1990

No. 146

The Bulletin of the TRF, the National Club for all who wish to ride Legal Motorcycles on Legal Carriageways.

EDITOR: Mike "Nettlebed" Pedley - Lancs. Group



Jeffrey's Map of Yorkshire - 1775

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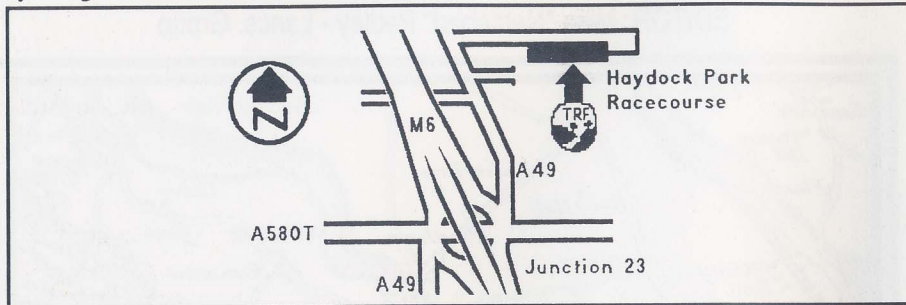
Try to make it interesting!

All contributions to the Editor

TRF AGM

The Annual General Meeting of the Trail Riders Fellowship will be held at Haydock park Racecourse on Sunday 7th October 1990, starting at 11.00 am

This is your one chance this year to influence the future of our Fellowship. Whether you wish to damn or to laud, to suggest change or offer your services, we need you to be there. Items on the agenda include a proposal to modify the Objectives of the TRF in line with the work we actually do. The Map below should help you find it: OS map 108 583983. The Haydock clubhouse is licensed, and offers bar meals and a restaurant: you may bring a flask and sandwiches if you wish.



Members attending the AGM at Haydock Park on October 7th may wish to stay the previous night in this pleasant corner of the County Palatine. An accommodation list is available from:
WARRINGTON INFORMATION CENTRE - Telephone: 0925 36501
Should members also wish to stay on Friday night and go for a ride around the local lanes on Saturday, they are invited to contact:
KEITH WESTLEY, 6 Briars Lane, lathom, Ormskirk, Lancs. TEL: 0704 893215

DO YOU WORK SHIFTS? Kevin Brown from the West Midlands would like to contact other shift workers to arrange for weekday trail rides in the area.
Ring Kevln on: 0384 29880 or write to
8 Clover Lane, Heath Brook Farm, Wallheath, Kingswinford, West Midlands

HORTON IN
RIBBLESDALE

Pen-y-ghent

**** CAFE ****

Good food and refreshments always available and a welcome for Trail Riders
Parking nearby - ideal location to start and end a day's riding in the Dales

CAMM FARM

BUNK BARN

OUGHTERSRAW Near HAWES - Map reference [Sheet 98] 824822 **NORTH YORKS**
TELEPHONE: 0860 648045 Mrs D. Smith BED & BREAKFAST
TRAIL RIDERS WELCOMED Ideal location for trail riding weekends in the Heart of the Dales

EDITOR

Although our bulletin is but a few pages, those pages are devoted almost exclusively to our (second?) favourite pastime. The rest of the motorcycle press largely ignores trail riding and thus our own magazine assumes even greater significance as our only real source of news and entertainment.

When we are sat around with our lunchtime pint, halfway through the Sunday trail ride, often the comment 'Good mag this month!' or 'Not much in the mag this time' etc., is expressed.

I always enjoy the Bulletin - especially the GOOD issues - but do we ever spare a thought as to why its good or not so good? Is it the Group producing it, the Editor or even the printer who makes a good mag? No, the answer is YOU. This is our first attempt at producing the bulletin - if its good its because YOU BOTHERED to send in a contribution.

There are stacks of subjects we can debate and discuss in addition to information on rights of way, group news etc. . .

Has anyone got any (printable) opinions on two-strokes, knobbly tyres, good or bad equipment? We all do the same thing - i.e. trail ride but we do it so differently, in machine choice, tyres, clothing etc. . . If you have found something good or very bad, let the rest of us know about it - through the mag!

Oh and don't winge if I don't print it - **Nettlebed Rules OK!**

All contributions for the next six months to: The Editor, Mike Pedley, Nettlebed, Newsholme, Clitheroe, Lancs. BB7 4JF

TRF OFFICERS

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Press Officer: Gwyn Thomas, Minorities Cottage, Priddy, Wells BA5 3AU Tel: 0749 75294

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Editor: Mike Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe BB7 4JF Tel: 0200 445657

HELP!

Chairman Dave Giles is to speak at a conference about Motorised Recreation.
His subject is * *Making a Good Impression* *
Please remind him of your experiences

This Is An Urgent Plea!

DO IT NOW!

Thanks.

GROUP NEWS

SOUTH LONDON - SURREY GROUP NEWS

We continue to ride every weekend - sometimes on Saturday & Sunday. Last Wednesday was an evening run - on the same evening as the rest of us were putting Newsletters in envelopes - sorry some were not folded neatly!

We have had two bicycle rides along the Grand Union Canal towpaths recently. These are used very little, even in the West London area, all very relaxing.

Brian Wright (Ex Editor)

LANCS. GROUP REPORT

We have a very active group with an average attendance of at least 30 members including some ladies. We are a little concerned that after publishing our monthly news during the past twelve months that we have only had one rider who turned up on a run. Should we continue to publish this data or not? Readers views would be appreciated.

In June, the group enjoyed an all night run from Settle at 9.30 p.m. until 3.30 a.m. On meeting some large black cows on Mastiles Lane 1.30 a.m. I realised the limitations of a TLR 200 lights, as the reflection of their green eyes dazzled me, so I lay down for a rest in the 800 mm deep "mud"! The cows said now!

During this year we have managed to discover several new old lanes and liased very usefull with Cliff Brown of Cumbria.

We seem to have a problem persuading some of our members to lead runs, and would welcome any suggestions from other groups on how they solve this problem.

K. Westley

ATTENTION ALL RIDERS VISITING LANCS. AND YORKS.

'Grassed' off with trying to conquer some decent trails?

'Tyred', wet and windswept?

Hungry?

Why not 'beat a trail' to

NETTLEBED

RESTAURANT & CARAVAN PARK

Newsholme, Gisburn, Nr. Clitheroe, Lancashire

TELEPHONE: 0200 445657

A WARM WELCOME FOR ALL TRAIL RIDERS AT ANY TIME

TRAIL & TRIBULATION

Aunt Marys Problem Page

JL of Coventry, a "born again biker" writes:

What maps should I buy? What signs on the maps show the lanes I can use? How do I know which likely looking roads are Rights of Way?

For detail of hedges, important to know exactly where you are, you need the 1:25000 OS maps, called Pathfinders, but for planning a day out the 1:50000 Landrangers are OK. Both show RUPPs and Byways, and for exact symbols see the map margin. Neither map will tell you where the other legal green lanes are, although you will see tracks not coloured in with the yellow or brown that means tarmac. These MAY be OK, but you cannot tell from the OS map.

Research is the answer, but first check to see who has already done some investigating in the area. The local group is most likely to know, or put an Advert in here. Next stop should be the Highway Office at County Hall, where you should ask where all the Unclassified Roads are, and if they don't know ask to see the List of Streets. If you draw two blanks, get back to me!

Can I explore any track that says "Unsuitable for Motor Vehicles"?

I know of no track so marked which is not legal (and fun).

How about "Footpath", "Bridleway", "Private", "Keep Out", etc?

Sometimes these mean what they say, but not always. Some signs like this are erected by grasping farmers on legal lanes, some are even put up by wicked National Park people who are paid (from your taxes) to ensure your access to the countryside is unimpeded.

I get the impression that there are many miles of uncharted green lanes that I am denied access to through ignorance, and which will take many hours of trial and error to find.

You are so right, but that is really what trail riding is all about, and we all need your help. Your local group may be able to set you off, or contact our RoW Officer as I understand he is preparing a booklet to help resolve this problem.

What about all the abbreviations I keep finding?

Yes, there ought to be a proper list of these available; they are a necessary shorthand for the experts, but they put you and me off! Would anyone like to help out with a glossary? Thats all for this month. Bye for now,

Mary

The sight of a BMW flat twin on the cover of the July Newsletter made my heart skip a beat. This guy is even more off-beat than me and I'm not a policeman!

I am what is called a "born again biker". In my previous life I rode a Triumph T100 and had an interesting flirtation with trials riding on a Tiger Cub and never could miss getting into bother, whatever vehicle I was on or in, by exploring roads on the map that looked remote or unsuitable for motor vehicles.

Since my rebirth at 48 I find that the old vices are still apparent, so I joined the TRF a year ago. The BMW and Ian Thompson's appeal have finally caused my pen to hit paper.

You see I have three very dated BMW flat twins, including an ex police R80/7 which I am currently busy throwing bits away from in order to use it for green lanes. (I would appreciate any experience that fellow members have of throwing away bits of R80/7.) [Ed: Sounds like a cue for Geoff Wilson, who has been known to throw whole BMWs away].

Unfortunately . .

My spare time for green laning is very limited, no weekends and usually midweek on the spur of the moment, and therefore so far, on my own. I have managed to attend one evening meeting of the local (to Coventry) TRF and found the lads very friendly, although they did seem to have a liking for mud that I did not share; I'm a rock man myself - I think.

As a new member and a fairly isolated one may I point out the difficulties so far encountered, so that the "new members pack" can perhaps take them into consideration:

[See Aunt Mary's column for answers to specific questions.]

I have found Ian Thompson's book on green lanes very informative, but not too easy to purchase. So more practical notes on what bikes are available, what tools to carry, spares etc. for a day's ride would be very helpful.

Concerning **Publicity** I found it none too easy to track down an address to write to the TRF. I rang Motorcycle News and was given an incorrect phone number to ring, so a small advert each week would be a good idea. Better still is a small news item in a regular corner of the off road section dealing with the practical enjoyment of green laning and encouraging a responsible attitude. Stress the **Conservation** aspect of our work (powerful medicine these days)!

Lastly may I tell you of a solitary adventure I had last month before I had thrown many bits of my BMW away. I had to go past the Lake District on business with my lorry, so I thought it an opportunity too good to miss and loaded my 95% road twin. I offloaded the bike at the nearest Services to Shap Fell and studied the Ordnance Survey Map, looking for the longest ride. I spotted a likely looking row of the by now familiar crosses going from a village, over what looked like a good sized hill to another village.

Garstang?

When I found it, it was called Garstang Pass and looked easy enough. This was after all my second green lane expedition since being born again.

After about a quarter of a mile the gravel surface turned to rubble, but the view opening up was exciting. Up and up I went! Two walkers, nay, mountaineers sweated past me in full battledress (on their way down I hasten to add). Somehow their equipment and obvious signs of exertion failed to register a warning shot sufficient to penetrate my exhilaration.

The rubble suddenly gave way to big stones and ledges lining the bottom of a steep sided mini-ravine. I stood up on the footrests and started to perspire. Should I charge or should I plod, I thought?

Great Fun

Plodding seemed best; at least it gave me time to think and the BM seemed to cope in first gear very well. I could plod so slowly that it seemed the engine had stopped, then just tweak the throttle and the front wheel would push over the ledges and I was still upright and not going out of control. This is great fun I thought, and I can do it!

Too late to turn back now anyway, the road-ravine had swallowed the bike and me up to my shoulders. Eventually I reached the top, stopped the 'bike and had a rest. My legs were trembling, I was sweating, and I suddenly thought, what if I have a puncture? I hadn't even got a spanner with me, let alone a spare tube and tyre levers. If ever I get off this mountain, I thought, I'll make very sure I'm well equipped before trying anything like this again, but it is great fun, isn't it?

Down, but how?

When I had stopped puffing like a 48 year old steam engine I decided to inspect the first leg of the journey down. Oh my goodness! What looked like a quarry at first sight alarmed me. For the first time the exhilaration left me and simple panic set in. Calm down, I thought, then I saw a mountaineer picking his way up very carefully across boulders and ledges up to a foot high. I decided to inspect the road on foot as far as the first boulder-free area. Looking back to the bike, it didn't seem so impossible; I decided on a route and shifted one or two big stones out of the way on my walk back up.

The bike and I (still standing on the pegs) started slithering and banging our way down. It was easier to forget about the brakes, the engine compression provided all that was needed. Just concentrate on picking out a route and staying on the 'bike. Hey! this is good fun too; I hope the cylinder barrels and the sump stand up to all this banging and sliding over rocks.

Eventually I got back onto a narrow tarmac road and was thankful that the BM had a good turn of speed back to the M6 and the Bedford mothercraft.

J. LENNOX

COVENTRY



R o W News

What a month of triumphs and disappointments this has been. First I got all keyed up for a Research Seminar for TRF riders in the Cotswolds, as a sequel to a well attended day for the All Wheel Drive Club in Northampton the week before. I made sure I had all the handouts printed and the visual aids and examples sorted neatly into van shaped boxes. Just to tie up the details I rang the local contact the day before and he said "Well, I told all the lads at clubnight but nobody seems to be keen, so I haven't rung you back to confirm it". So that was that. no names, as they used to say when granny was a lad, no pack drill, but just you wait until one of your favourite lanes is under threat.

SOLIDARITY

Next a case of extinguishment in Devon. To put it bluntly, a local bigwig didn't want to risk a passing motorcyclist disturbing his garden parties, so he got the Council to extinguish the vehicular rights on the lane by his house. This means the Magistrates have to be convinced that the road is unnecessary, and I went down to Plymouth to support TRF stalwart Martin Cooper in his claim that it was necessary after all. Lots of local support, mainly from TRF worthies, but also the B&BT, the carriage drivers, the BHS and even a local horserider whom they met on the lanes the day before, and who went to court in our cause even though her right to ride would not be affected. A clearer case of so called conflict between users you could not ask for!

BUT IN VAIN

We met at the appointed hour, and we chatted about this, and that, and the other, and no sign of starting the case. We chatted until twenty past one, and suddenly we were off. Council

counsel promptly asks for an adjournment until September! British so called Justice. After some tutting and sucking of teeth we got a new date in August. A 600 mile round trip for nowt.

EAST RIDERS

Back home then to another successful event involving our four-feathered friends. This started with a call from an East Riding rider who was planning to ride round the Dales with her daughter, stopping at places offering Bed, Breakfast and Bait. That bit was no problem, but she had a few gaps in her route, and could i help fill them in, and tell her if there were any bogs on the bridleways she was going to use. She came to me because the National Parks people couldn't help! (But where she got the strange notion that I know anything about bridleways I can't think, unless word is getting round that at least half the bridleways in the Dales are not really bridleways at all...)

A route was planned avoiding Foxup Road (Spoilsport) and we decided that for some of the time we ought to act as guides so that they wouldn't stray into soft ground or get into the wrong field. Keith Westley, chairman of Lancs group took control (I use the term loosely) for the first few days, and I led them from Buckden to Aysgarth the pretty way, and later from Keld down to Studfold, passing t'black hole on the way. Hard as concrete.

This was all done on a brand new Yamaha XT350, on loan for a road test for Motorcycle Rider (which of course you all read so I won't spoil my own thunder by telling you what I thought here) so, there was another long haul down England to take that back to Surrey. On the way back I spent a few days in the Yorkshire Wolds, as a guest of my newfound riding friends. The area is covered with green

lanes which are used rarely by horses and never, it seems, by anyone else. I was able to make good use of the information I had prepared earlier. I was careful to stress the point that where carriageway rights exist it is profoundly unhelpful if they only claim bridleway, and I think they saw my point.

TUBTHUMPING

It is time we all realised that the real conflict is not with other users, but with the Landed Classes, who want the whole country to themselves alone, and the Authorities, who won't or can't get off their tax fed bottoms to do anything about it. It is time for a change. Tell me what you think.

Latest news as we go to press is that Devon Council have applied to the Court for leave to leave off depriving us of our rights. Is this a U turn, have they seen sense, or is it a swerve to be followed by a TRO (traffic regulation order)? My money is on a TRO before Christmas.

meanwhile, what should we be doing about it? Should we go to the Magistrates ourselves saying the road is out of repair, and will they please tell the council to put it right, or should we confirm the vehicular status of the route with a Byway claim? Or both? Or should we just sit back and do nothing and hope that the councillor who owns the garden in question will come to accept the oddly dressed creatures who glide so unobtrusively between his lawn and his waterfall. Perhaps in time he will come to love them. And perhaps pigs will fly.

To leave you with a smile, here is a quote from 10 year old Naomi as Keith Westley went by her pony on his TLR 200:

"Hey mum, that bike is ever so quiet; your horse farts louder than that!"

TIM STEVENS



Editor and friends in I. O. M.
Looking back to the future?

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0743 60199

SHARING

- A view on Expansion

For a number of years now the fellowship has in financial terms struck a balance between its Subscription Income on the one hand and its day to day running expenses on the other. Although each year presents a new set of financial "problems" to resolve a surplus one year absorbs the losses of following years.

You will probably tell yourself you knew that already, fine. The other point you will no doubt be aware of is that subscriptions are set to do no more than cover the anticipated costs in the next financial year and are put up as a last rather than first resort.

There are three things that have to be considered in setting the subscription rate working from the premise that membership is in the region of 1500 members each year.

- 1) The anticipated expenditure based on last years results and a preknowledge of changes in the coming year.
- 2) Anticipated income from other sources, in this context I mean receipts of interest on investment as sales and advertising receipts are relatively low.
- 3) The VAT threshold, currently £25400.00.

You will note I have made no reference at all to the Fighting Fund, this is because it is entirely separate to subscription income and expenditure and is never used to fund day to day running costs. Having emphasised that point I will now focus on subscription income and how the rate is calculated.

1. ANTICIPATED EXPENDITURE

This could be expanded to cover the question "What do I get for my £12.00 other than the membership cards and the Newsletter?" In hard cash terms your £12.00 goes:

£ 1.00	To LARA
£ .40	TO BMF
£	TO BBT
£ 5.00	ON THE NEWSLETTER
£ 3.40	ON RIGHTS OF WAY
£ 1.20	ON ADMINISTRATION
£ 1.00	CAPITAL PURCHASES (Computers Mainly)
<hr/>	
£12.00	

2. ANTICIPATED INCOME FROM OTHER SOURCES

Logically if the bulk of the money is received in the first three months of the year and the expenditure broadly spans the rest of the year it needs to be invested. The interest receipts on the £18000.00 subscription income are in my view a "Cushion" against my getting my sums wrong.



IF IT'S SUZUKI - IT'S GOT TO BE

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PRESTON, LANCASHIRE

3. THE VAT THRESHOLD

VAT is really a subject in itself and I know financial matters generally are boring so for those who have read this article so far I would impress on you the importance of VAT as a limiting factor.

Under the present law and the present constitution (and the law relating to clubs and associations as contained in the VAT Act 1983) the fellowship is regarded as being in business for VAT purposes.

Tell me again in English you say - what this means is that if our Vatable Income exceeds £25400.00 as (currently) we register for VAT. Our vatable income is the total of membership subscriptions, sales receipts and advertising revenue.

Those of you in business will know that we could set against that the VAT paid on our bills, the problem is that we do not pay out enough VAT to recoup the whole of the 15% liability. So the question is, why pay VAT when you don't have to?

The VAT issue was really the deciding factor in my motion at the AGM to increase subscription to £12.00 for 1990 - looking at the arithmetic for a moment, with a £12.00 subscription giving an income of £18,000.00 and a potential of a further £2,000.00 coming from sales and advertising our total income would fall £3,800.00 short of the then VAT threshold, all we needed was an unexpected increase in members and sales and advertising and before we know it we are paying VAT. The rise in the VAT threshold in the 1990 Budget to £25400.00 helped of course but it really is a case of getting as close to the VAT threshold as is prudent without putting ourselves at risk of crossing the threshold.

TIM LEY

NATIONAL TREASURER

Bob & Barbara says:-

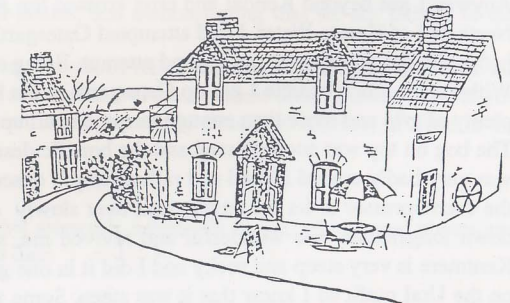
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The CORNHILL Inn



"I would like to take this opportunity to echo their claim as the truth. David, Roger and myself spent the evening at the Corn Hill last month after a hard days ride (harder for some than others) and were welcomed with open arms. So much so that an invitation to go back so Bob himself can show us some more trails was readily accepted by all. Thanks Bob and Barbara"

James Ascroft (Lancs TRF Group)

Back in the early 1970's the giant Japanese motorcycle company Yamaha carried out a joint project with the Ishverk motorcycle manufacturer in Russia.

The IZL factory had been building the 350a twin cylinder Jupiter since 1938, when it had built the original DKW RT350 under licence. OK it was updated after WWII, but it was still very much a DKW.

Anyway the IZL factory and Yamaha designed a new 346cc single cylinder two stroke, running at up to 10=1 compression and producing 32 bhp. The bike weighted 158kg (348lbs) and was quite quick by 1975 standards. It was described as a cross country machine, meaning that it was suitable for use on poor quality roads. The suspension travel was reasonable at 150 mm front and 95 mm rear.

There was a lot of Japanese influence on the machine such as high quality die casting mikuni carb. (32mm) and Japanese electrics and forks. This lead to a remarkably reliable machine.

As an alternative to the Ural and Dniper 650 cc single and twin wheel drive outfits. I decided to put this Planeta on the lanes for the summer of 1990. Although many TRF members will claim that it should be possible to ride a road bike in road trim on a green lane, there are certain non permanent modifications that make life a little easier and safer.

I fitted a pair of high lift braced steel bars, a single seat, a Montesa plastic rear mudguard, a BMW R80T front yoke mounted mudguard, a high level hand made exhaust system, lowered gearing (13T front instead of 16T) and 'trials' tyres (3.25" x 19" Dunlop Trials Universal on the front and a Michelin T61 3.50" x 18" rear).

this saved me a bit of weight, reducing it to around 130 kg (286 lbs). This still makes it a heavy blast. The ground clearance was now slightly increased to around 7" by shifting the clamped staunchious down in the yokes and jacking up the rear units. The foot rests were moved rearwards to be in line with the swinging arm pivot and the job was a good'un.

After playing on the local quarry (who doesn't) I took it out on the serious stuff. From Preston I rode up to the Lake District. The cruising speed was a bit low at 50 mph due to the reduced gearing. It could have gone faster, but at two stroke at load at high RPM is a bit unpleasant.

Anyway I got beyond Kendal and criss crossed the A6 North before cutting across the hills to the North end of Hawes Water. I had attempted Gatesgarth Pass before on a twin wheel drive outfit but had given up, so this was my second attempt. Being mid week there were very few people around. Without too much trouble I got up Gatesgarth to the bog on top. The bike was very heavy, but had plenty of grip and more than enough torque to pull up the very steep sections.

The bog on top was soon crossed and the horrific descent attempted. The track down from the path was very badly eroded indeed and rather steep. I descended a lot of it with the engine off, but using the decompressor to let the engine turn over slowly enough for me to remain in control. The ride down longsledale was wonderful and revived me, so I headed for Stile End. The climb out of Kentmere is very steep and rocky and I did it in one go, much to my surprise. I had gone down this on the Ural outfit so I knew that it was steep. Some walkers even held the gate open half way up, either out of kindness or fear of this smoking rattling monster moving towards them! (Not very "green" I'm afraid!)

I dropped down to the start of the Garburn Pass but decided to give it a miss as time was getting on and I still have the scars on the Ural sidecar from its descent of the Garburn steps (steppes). So I headed South and Home.

PETER BALLARD, LANCS.

There must be very few members of the TRF who are not aware of the contribution made by hedgerows to the landscape of this country. Their form and composition tell much about the history of an area, providing living evidence of the existence and sometimes the age of an old route or boundary. Their presence also provides the varied habitat vital to the many forms of wildlife that add so much to the scenery through which we enjoy riding. Without this variety we might just as well be riding the gravel pits and race circuits where many would like us to be.

Hedgerows, however, are under threat; they are of little value to today's farmer and often get in his way, and with modern machinery they are easily removed. A national survey for the Countryside Commission showed that the rate at which hedgerows are being destroyed is accelerating; from 2600 miles per annum (1947-69) to 2900 mpa (1969-80) and increasing to 4000 mpa (1980-85) with no sign of the rate slowing.

NO LAWS AGAINST IT

There are at present no laws controlling the removal of hedgerows, (except in the rare cases of inclosure requiring the owner of a field to maintain all his boundary hedges for ever, and how many of us know about them?). Those alongside highways are protected only in so far as their removal, to be of any benefit, would require the highway to be gated where it entered the newly enlarged field. This gating can only be done legally with the consent of the highway authority. However, depending on the local Council, this law is not often enforced, especially where the highway is little used, or shown on the 'definitive' map as a bridleway or footpath. In this manner many green lanes are being incorporated into the fields of adjacent landowners, giving a useful increase in acreage at little cost; the loss being to the highway user whose heritage it rightfully is.

CPRE CAMPAIGN

The Council for the Protection of Rural England is campaigning to have legislation enacted to give all hedgerows greater protection; they would be pleased to receive photographs of hedges recently destroyed, to assist in this campaign.

By virtue of the greater mileage we cover, TRF members should be well able to supply such evidence. Our helping the CPRE in this way can only be good PR, going some way toward counteracting the anti-motorcycle lobby to be found permeating such bodies, and demonstrating that we are serious in our claim to be 'protecting green lanes'.

Winter is the most likely season for hedge removal, but the CPRE is planning to present its dossier to the Secretary of State this Autumn. So if you have any material to hand do not delay sending it in. If you take any photos this Winter the TRF could present a supplementary dossier to the Sec. of State in the spring.

CAN YOU HELP?

If you see a hedgerow being grubbed out, whether alongside a highway or not, take several photos and send copies to me, address below. Include details like:

- * Location, Map References and Date
- * Hedge length affected
- * Details of Farmer if known
- * Any other local detail of interest

A leaflet on the problem is available from: Peter Banks, Quaker House, Ditchat, Shepton Mallet, Somerset BA4 6QR.

I read with interest the article on using C70's and C90's as trail bikes. As some may recall, a letter of mine appeared in a recent issue describing the extensive modifications I made to my own C70. during the first 18 months I had the bike, I rode it in a virtually standard condition and suffered all the suspension problems as described. I always found that when the trail was wet the suspension was Ok but there was little grip from the tyres, and when it was dry the tyres gripped but the lack of suspension made travelling above 10mph painful. The answer to the latter condition was to sit as far back on the saddle as possible and to hold the handlebars as lightly as one dared. The large angular movement of the throttle caused a few exciting moments, my brother clipped a tree root near the top of a fast embankment climb which caused his hand to slide around the throttle sufficient for him to be unable to close the throttle. This resulted in the C70 becoming airborne, the rear wheel not contacting the ground until partway down the reverse slope (If I had not seen it, I would never have believed it!).

At one stage, I shoehorned a C90 engine in and found that the bike became far more pleasant to use as less thrashing of the engine was needed on difficult stages and when on the road. However, the C70 barrel, piston and head fit straight onto SS50 gearboxes and I feel the benefits of manual clutch and extra gear far outweigh the power advantage. As a matter of interest, not all C70's have 1-N-2-3 pattern gearboxes, I have a couple with a more useful N-1-2-3 pattern.

The standard exhaust system is very quiet but also very restrictive on power, tests with straight thru type silencers significantly boost the power at low engine speeds which makes for better hill climbing. I am at present experimenting with various silencers to try and improve the power without increasing the noise. One has to be careful if modifying the carburetor, inlet tract, airfilter or legshields as the noise level can rise significantly.

The lack of ground clearance was only a minor irritation when compared to the fixed footpegs as I was forever getting them stuck in the sides of ruts and catching them on fallen branches etc. Mud caught in the front mudguard was always entertaining and almost guaranteed you to fall off.

My C70 has now been in almost constant use for almost 3 1/2 years now as a trail bike and occasional commuter bike. It has also done about 2500 miles on the continent, to West Germany and also over the Alps. I keep thinking that I ought to get a bigger bike, but everytime someone says "You can't do that on a C70", I just have to go and prove you can

Trevor Butcher, RUGELY STAFFS

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J. Johnson, 39 Hawk Green Road, Marple, Stockport, Cheshire, SK5 7HR.
Tel: 061 427 6963

2 & 4 Monday, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport

DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, 99 Cobnar Road, Woodseas, Sheffield S8 8QD. Tel: 0742 748688

2 & 4 Tuesday, The Victoria Hotel, 248 Neepsend Lane, Sheffield

EAST MIDLANDS

Graham Franks, 2 Hillview Close, Horsley, Woodhouse, Derby DE7 6AZ
Tel: 0332 882602

2 Wednesday, Three Horseshoes, Hemmington, Nr. M1 Junct. 24

NORTH MIDLANDS

Ray Morse, 4 Sidmouth Ave., Baswich, Stafford
Telephone: 0785 661543

1st Tuesday, The Jester, Macclesfield Rd, Leek

SHROPSHIRE

Steve Rawlings, Cheshire Coppice, Admaston, Telford, Shropshire. Tel: 0952 244161

2nd & last Wednesday, The Bell, Crosshouses, Shrewsbury

WEST ANGLIA

David Knight, 89 Blackfriars, Rushden, Northants, NN10 9PF. Tel: 0933 313816

1 & 3 Thursday, Scott Bader Clubhouse, Opp. Parish Church, Woolaston, Wellingborough

WEST MIDLANDS

Dennis Hayter, 4 Thrupton Close, Winyates West, Redditch, Worcs. Tel: 0527 23550

1 & 3 Thursday, Wilmscote Mens Club, Nr. Stratford on Avon

WEST YORKSHIRE

Charles King, 11 Sycamore Rise, Holmfirth, Huddersfield, W. Yorks. Tel: 0484 686383

1 & 3 Monday, Frizinghall Con. Club, Lynthorn Road, Frizinghall, Bradford

WYVERN

Gwyn James, 18 The Spinney, Finchfield, Wolverhampton. Tel: 0902 763824

Every Thursday, Hill & Cakemore Ex-Servicemen's Club, Victoria Road, Blackheath

NORTH

CUMBRIA

Colin Thompson, Crag Cottage, Colthouse, Hawkshead, Cumbria, LA22 0JZ
Tel: 09666 494

2nd Wednesday, every other month, Albert Hotel, Bowness on Windemere

LANCASHIRE

Keith Westley, 6 Briars Lane, Lathom, Ormskirk, L40 5TG. Tel: 0704 893215

1st Tuesday, Hindshead Pub on A49, Charnock Richard

NORTHUMBRIA

Dave Vaughan, 15 Seaburn Gardens, Sunderland, SR6 8BT. Tel: 091 529 3202

3rd Tuesday, Ryton Rugby Club

TEESIDE & NORTH YORKS

Leo Crone, 4 Saltersgate Road, Darlington, Co. Durham, DL1 3DX. Tel: 0325 380117

1st & 3rd Wednesday, Queens Head, Stokesley

EAST YORKS

Dave Barratt, 74 Grasmere Road, Knottingley, W. Yorks.

Contact Dave Barratt Re: Meetings

EAST

CAMBRIDGE

Howard Biddle, 7 Park Lane, Histon, Cambridge CB4 4JJ

NORFOLK & SUFFOLK

Andy Bedwell, 53 Raglan Street, Lowestoft, Suffolk
1st Wednesday, The Blue Lion, Nr. Pickenham, Nr. Swaffam

LINCOLNSHIRE

Alan Wilkinson, 29 Christopher Close, Heckington, Sleaford, Lincs. NG34 9FA. Tel: 0529 60793

4th Thursday, The Mall, Woodhall, Spar

SOUTH

LODDON VALE

Don Lewis, Ladybower, Dogmersfield, Fleet, Hampshire, RG27 8SS. Tel: 0252 616359

2nd Thursday, The Lamb, Theale, Hampshire

SOUTHERN

Pete Wildsmith, 5 Meynell Close, Eastleigh, Hampshire, SO5 4DZ. Tel: 0703 617582

3rd Wednesday, The Priory Bishops Waltham, Hampshire