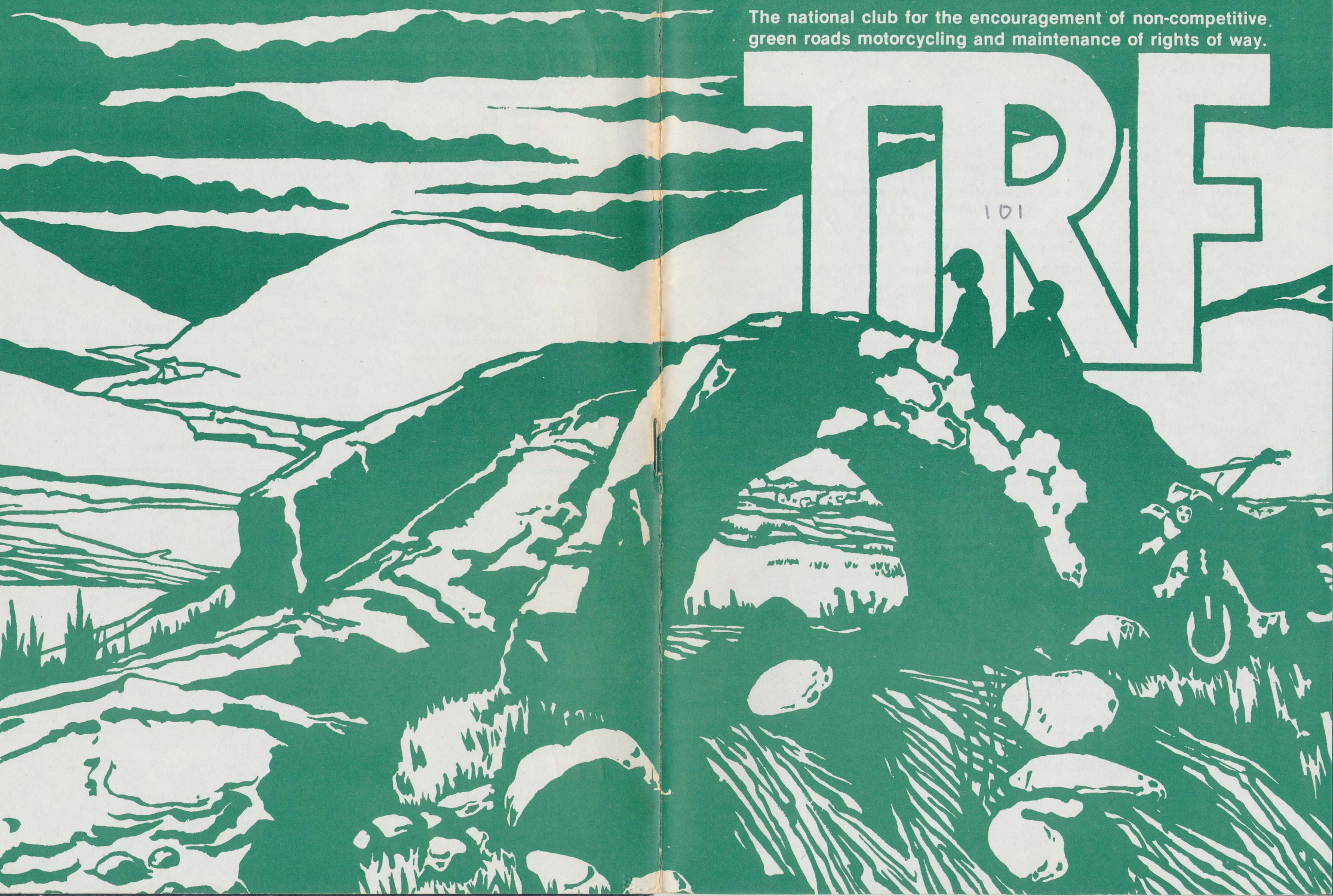


The national club for the encouragement of non-competitive green roads motorcycling and maintenance of rights of way.

# TRE



# TRAIL RIDERS FELLOWSHIP

BULLETIN No. 101

April/May 1984

## DATES FOR YOUR DIARY

### APRIL 1984

- Sunday 1st 9.30 a.m. Loddon Vale Group. Start 174/502648.  
Sunday 8th East Yorks Group. Derbyshire. Meet Baslow 9.30 a.m.  
Details: Don Burt 0977 612258.  
Sunday 15th 9.30 a.m. Loddon Vale Group. West Horsley.  
Contact: John Holloway.  
Sunday 15th East Midlands Group. Mid-Notts. Meet Ravenshead.  
Contact: Graham Chinnery, Tel: Derby 810059.  
Sat/Sunday Exmoor Weekend. All welcome. Based Minehead. Ring  
21st/22nd Ian Thompson to book accommodation.

### MAY 1984

- Saturday 12th East Midlands Group. White Peak. Meet Wirksworth.  
Contact: Graham Chinnery, Tel: Derby 810059.  
Sunday 13th East Yorks Group. Lake District. Meet 10.00 a.m.  
Elterwater. Details from Don Burt 0977 612258.  
Sunday 13th Exmoor Group. Taunton to South Coast Run. Meet  
Taunton Railway Station 10.00 a.m. Contact: Joe Tandy  
Tel: Taunton 79439.  
Sat/Sunday John Ebrell Memorial Run. Coast to Coast – Bridlington  
12th/13th to Morecambe. Details from Ken Canham, Tel: Hexham  
602533.  
Saturday 19th Executive Committee Meeting. 1.00 p.m. Hockley Heath,  
King George V Memorial Hall.  
Sunday 20th BMF Rally, East of England Showground, Peterborough.

### JUNE 1984

- Sat/Sunday Welsh Coast to Coast Run. Details from Ron Carter,  
9th/10th Tel: Stonehouse 2707.  
Sunday 17th East Midlands Group. High Leics. Starting from Melton.  
Contact Graham Chinnery, Tel: Derby 810059.  
Sunday 17th Exmoor Group. Touring Bike Run. A run with a differ-  
ence on easier lanes for anyone who has got a road bike  
and wants a day away from the tarmac. Meet Taunton  
Railway Station 10.00 a.m.

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### Editor's 'Ramblings'

I'm not given to long editorials, neither am I going to bore you with who I am, how long I've been trawling, etc. — you'll soon find out — but, for better or worse I am your new editor. Do I really know what I've let myself in for? I'd like to take this opportunity of thanking John for his hard work over the past few years and I hope I shall be able to maintain the high standard set for the Bulletin. The task of enticing members to put pen to paper is often difficult, and, contrary to what was written in Bulletin No. 99, I shall not be wanting to write everything myself and hope that at least some of you will write to me: after all, it is *your* magazine.

Group Reps, send some news in to me about what your Group is or has been doing; you might give other members ideas for meetings/runs, and those who risk life and lens on trail runs, send in any good definition black and white shots of your mates making fools of themselves.

On the subject of Groups, I am pleased to be able to report that a new TRF Group has been formed in Gwent as a result of a 'persuasive' talk from Ron Carter. I wish our new Group all the best, and hope you'll keep us informed on your progress. So often, trail riding news seems to be a long gloomy list of lane closures and battles with rambles; and whilst I am fully aware that 'fighting' for our rights is our main objective, and not a matter to be treated lightly, I don't think it would hurt to show the lighter side of trail riding. We're hardly likely, in my opinion, to attract new members if they think they're going to be faced with 'battles' and opposition every weekend.

Leo Crane has suggested running an article on cameras suitable for trail riding. I think this is an excellent idea, so if any of you take cameras trail riding let me know what you use, how you carry/protect it, etc.

Finally, if anyone else wants to help with the chain and sprocket article, this is your last chance, as I need your reports on how good/bad, etc. you've found these items to be in by *28th April*.

## PRESS RELEASE

### TOYOTA DEVELOPS TWO-WHEEL CAR

Toyota has developed an experimental two-wheel car — kept upright by a computer-controlled gyroscope. The car, provisionally called 'Tahn-Dhem' after a Japanese mythological bird, offers the comfort of a modern small car with the speed, inclined cornering power and economy of a motorbike.

'We realised many years ago that the way to reduce drag, friction and above all fuel consumption was to create an in-line two-wheeled car', says Toyota designer Gizmo Kamikaze (46), who led the 30-man engineering team which developed

the machine at Toyota's secret test centre in the crater of Mount Fuji. 'The real stumbling block was preventing the car from tipping over at traffic lights'.

The breakthrough came in late 1982 with a set of special 405HRX14 low-profile tyres from a Tokyo bulldozer tyre maker and a computer-linked gyroscope stabiliser (from Japan's aerospace consortium) which keeps the car at the correct angle, regardless of speed or road conditions.

Toyota designers are jubilant at the prospects for the car, which on its first secret outing on public roads achieved an astounding 88.26 mpg at a constant 56 mph. But they recognise it will take years to perfect the car sufficiently to make it a viable commercial proposition.

'People still take one look at it and expect it to fall over', says Kamikaze. 'But that will only happen if the battery goes flat and the gyroscope stops.' He adds, 'However, one can always park it against the garage wall and wedge the dog kennel underneath it'.

For further information please contact Brian Townsend, Redhill 65685.

## NATIONAL GREEN LANE RAFFLE

Below is the complete list of winners of the National Raffle.

Top prize of the Kawasaki KE125 trail bike, donated by Kawasaki UK, was won by Mrs Gillian Evens of Broseley, Shropshire. The presentation ceremony took place at the Trentham Dirt Bike Show.

Other winners were:-

### Kawasaki Jackets

Jill Nichols, Llandyssal, Dyfed

Mr Bennett, Arundel, Sussex

TMX T-shirts:-

TMX Dirt Bike Maintenance Books:-

B. Dixon, East Yorks Group TRF

P. Morris, Mansfield, Notts.

M. Crawford, Dundee

N. King, Cheltenham

Ron Crook, Rushden, Northants

Mary Dawson, Redcar, Cleveland

J. Hughes, Redditch, Worcs

Nigel Finnigan, Scarborough

J. Chadwick, Garforth, Leeds

T. Hicks, Llandrindod Wells

J.G. at Stuart House Motors

Peter Riley, Bradford-on-Avon, Wilts

J. Simms

R.T. Pentreach, Mars, Slough

Bob Gallier, Hereford

R. Russell, Taplow, Maidenhead

P. Cookson, Shirley, W. Midlands

David Rodenhurst, Hordley, Salop

M.L. Wood, Watchet, Somerset

D.J. Coulson, Reading, Berks

## WELSH COAST TO COAST RUN 9th/10th June 1984

Entry to this Coast to Coast Run has now been closed, and the 50 riders are as listed (briefly) by surname below:-

Carter	Green	Philips
Scrafton	Wilde	Leary
Hogdsen	Roberts	Farley
Ackryll	Wilde	Harris J.
Harris R.	Blesard	Cooke
Fisher	Lee	Jones
Pugh	Allison	Mayo
Kittson	Netterwood	Soutier
King	Mason	Baxter
Philipps	Cornish	Ellis
Blaker	Morgan	Skinner
Davies	Thomas	Salveson
Thomas	Pearce	Philips
Eager	Selenba	Jones
French	Miller	Brockington
Dawson	King	

## RESERVES

Woods

Hustwatte (2)

All the above have been accepted and are paid up members of the TRF. All machines will be checked at the start of the run and must be roadworthy and legal.

All those who applied for entry but were unsuccessful will have their money refunded. Any queries/further details contact the run organiser:

Ron Carter, 'Lynton', Westwood Rd, Ebley, Stroud, Glos. Tel: Stonehouse 2707

## EXMOOR GROUP NEWS

After a rather bleak Christmas and New Year break, with a number of successful runs to slim down any unwanted waistlines, I hope all of you are once again ready for another eventful year.

Monday 30th January was our AGM and a lot of business was covered. After individual reports were given the election of your new Committee was held:

Group Representative	Roy Scrafton
Secretary	Joe Tandy
Treasurer	Dave Bowden
Runs Organiser	Pete Selley
Rights of Way Officer	Ian Thompson

Many thanks must go to Pete for his organisation of some of the best runs to date 'Truly a man we love to hate!!!'

Several points were raised at the meeting. It was proposed that meetings start at 8.30 p.m. prompt — so get your beer in before time! Also any ideas you may have for fund raising. Let us know and you will get all the support you need. Finally, the Committee would like to thank all who have helped in the marshalling of the horse rides, attending our runs and various other activities.

## DERBYSHIRE AND SOUTH YORKSHIRE GROUP NEWS

From: Ian Dunsire, Group Rep. Tel: Barnsley 742475

Yes, the group still exists but can scarcely claim to be flourishing! The AGM was held at the first February meeting and a full complement of officers emerged to face the next 12 months.

Group Representative	Ian Dunsire (in the absence of any other volunteers)
Derbyshire ROW	John Blackburn
S.Yorkshire ROW	Harry Johnson
Entertainments	Ann Stevenson ('cos she didn't turn up!)
Rund Raising	Kevin Thackeray

The twice monthly meetings are still held and, despite a varied entertainments programme being laid on, attendance remains low. Monthly runs took place throughout the year but were not advertised in the magazine because of past experiences of vast numbers turning up without prior warning. However, when members from outside the group have contacted me in advance they have always been made welcome.

Things have been fairly quiet on the ROW front but John and Harry are now getting stuck in to their roles and members have promised support in carrying out research. Financially the last year has seen a drop in fortunes to the tune of approximately £140. This was caused by a virtual freeze on our previous main source of income (pontoon tickets) in the same year that the Group decided to donate £100 to the 'Save the BMF' appeal. Ticket sales are being re-established and fun fees increased to overcome this situation but the AGM decided against charging any local subscription.

Hopefully the Group will start to thrive again in 1984 with members taking full advantage of the entertainments and runs being laid on.

\* \* \* \* \*

'Police are taking to the trail to round up illegal off-road riders in the Greater Manchester area'.

The local force have taken delivery of seven XL250R Hondas to help in their clamp-down on people riding in local parks and waste ground. Many of the illegal trail blazers are said to be using stolen bikes.

A police spokesman said, 'We are not after legitimate trail riders or people who are not causing a problem. The riders we want to catch are a danger to themselves and cause a lot of nuisance'.

The police trail riders have been ordered to adopt a softly, softly approach to the problem.

Chasing the youngsters could make matters worse so we adopt a careful approach, but the trail bikes mean we have access to areas where the problems occur', said the spokesman.

Training for their new off-road duties has resulted in many of the officers biting the dust. The most serious injury was collected by Inspector Ken Lee, who ended up off work for ten weeks. (Reproduced courtesy of *Motorcycle News*)

Dear Editor,

Members might be interested in my experience with silencers and tyres.

First I will deal with the Sammy Miller silencers. They are the cheapest but I think quite poorly made with bad welding. I had one on my XT250 and although slightly noisier than the original, was quite acceptable. It was a pig to fit, particularly the heat shield behind the plastic side panel. However, a lot of use of the hammer made it all fit better. It was a funny looking thing with a small curly outlet pipe. The latest type though is better looking, more like the original, cylindrical to the end of the outlet.

The next silencer I tried from Mr Miller was one for the XL125/XR200. The noise from this was absolutely disgusting; anyone contemplating one of these, don't. It was again, a pig to fit.

A couple of friends have got a Miller system for the XL185 and they are OK. (They certainly are, I've had one for over 12 months now on an XL185 and it's still as good as new — Rosie).

I now have an XR200 Fresco silencer, slightly deeper noise but nice though, and well made.

Trials or moto-cross, that is the question. I personally advocate trials type tyres although the latest Michelin trail tyres look promising. The tread depth, though, is rather shallow and watch out for the 400 x 18 it is, in fact, a good bit wider than the 400 trials pattern tyre and might not fit some bikes.

Trials tyres are better for the road and do less damage on the trail, but do need more riding skill and because of this, I believe, are more fun. I do not agree with the argument that a trials tyre will spin and break up the ground whereas a knobbly will grip. The trials tyre does spin but when spinning does less damage than a spinning knobbly as it does not grip so deeply. I have been behind a knobbly-shod machine on damp grass and under mild acceleration great sods of earth with roots were torn up. I have used the MT13 for many years and they grip well particularly, of course, if let down a lot. However, watch out on the road. I am currently using M22's; the grip is not bad but I am very disappointed with the wear.

Take a look at the latest Bridgestone Trailwing tyres, usually these have been something to avoid, but the latest version (code TW18) look decidedly better. My observations over the years of these tyres have shown a gradual opening-up of the tread pattern and I think eventually they might produce something quite acceptable.

Finally, off the subject of silencers and tyres, some of us in the Southern Group were surprised and worried about the TRF spending £1000 on a computer. Although we are unaware of all the pros and cons for such a purchase it does seem a lot of money. Saving green lanes? Not delusions of grandeur I hope.

Peter Wildsmith, Southern Group

## EXECUTIVE COMMITTEE MEETING

28th January 1984 — King George V Memorial Hall, Hockley Heath

1. The Chairman opened the meeting at 1.30 p.m.
2. Bruce Roberts gave the retiring Secretary's report saying that he had received several membership enquiries and had advised the press that these should in future be directed to the Membership Secretary.
3. The new Secretary reported that he had been advised of an approach by the Motorcyclists' Action Group (MAG). The Chairman suggested that a letter be sent asking that members interested in rights of way should join this Fellowship and thanking them for their interest. This was agreed. A news item about a Sports Council Grant of £25,000 for two members of the Oxford Polytechnic Staff to investigate conflict involved in competitive motor sport in the countryside was made. The Secretary was advised to contact them to make our position clear.
4. Richard Marshall gave the Treasurer's Report, saying that at present we had a reasonable balance in both the current and deposit accounts. The Secretary was instructed to send a letter of thanks to the Chairman of Kawasaki (UK) Limited for their generous help with the raffle. Alan Kind was requested to make sure that any remaining prizes were sent off immediately.

The Treasurer asked about renewal of subscription to the Byways and Bridleways Trust as this was due before the next meeting. It was agreed that this and similar subscriptions should be paid automatically unless any objection was raised at the AGM or another Committee meeting.

Any expert on tax and investment within the Fellowship was asked to contact the Treasurer — 03317 3416 — to offer his services and advice should we become liable for tax in the future.

A discussion about badges and stickers followed and the Treasurer was asked to order further stickers for bikes, a number of cloth badges and a car sticker the size of a road fund licence.

5. The Membership Secretary, Ian Thompson, reported that renewals this year were better than ever before. We also have 176 new members. Ian asked if he could get his standard letters printed locally and he had a quote from Ron Carter which appeared to be better. Ian agreed to take up this offer. Ian then said that he had obtained three quotations for a BBC computer with disc drive and printer and the best price for this was £970. Seymour Moss then asked if any future membership secretary would be able to operate it and was told that it would take about 20 minutes to learn. The printer was an Epson 80CPS which would print up to A4 paper width. A security record could be kept on cassette tape. After a brief discussion it was agreed without dissent.
6. The Rights of Way report was given by John Higgin in Brian Thompson's absence and the award to Brian of a Winston Churchill Travelling Fellowship was warmly welcomed. The Trophy offered by Maurice Arden in memory of the late John Ebrell for the Memorial Ride was discussed and the detail administration left to Brian Thompson.

The Lancashire County Council had offered to let TRF members use paths and bridleways by permission in the South Pennine Park where there was no hope of Byway status. It was thought that if there was no prejudice to any future claims in this or any other areas that the offer was acceptable and it was agreed after discussion.

It was reported that the Andrew Bennett MP, Private Member's Bill for a Walkers Charter would not be allowed to get beyond a second reading.

The potential legislation to make trespass a criminal offence was slowly progressing through Parliament, but at present was thought not to affect rights of way.

Seymour Moss then reported that he had received a copy of the Ridgeway Officers Report for 1983 and it was very favourable. He had replied as a member of the conference to discuss the matter. He anticipated that there would be a conference to discuss this matter in the near future. It was mentioned that there were plans to extend the Ridgeway Path southwards into Dorset.

7. Ron Carter reported that plans for his Welsh Coast to Coast Ride were well advanced and had attracted 30 riders and much support.
8. Alan Kind had sent in his Press Officer's Report by post as he could not make the journey due to bad weather. It was read by Seymour Moss and reported much publicity in the local and motorcycle press, most of it favourable although some was not. He asked if all groups had a member on the local branch of the Sports Council as his local one did, and had it come across similar local authority opposition? His local group had organised a toy ride and a trail bike trial.
9. Seymour Moss had investigated the insurance policy with the solicitor and was advised that it covered the main areas of concern for committee members or anyone delegated a task by the committee. If any local group wishes to be added to the policy the cost will be approximately £10 per group, but they must advise Seymour Moss on 01-529 0620 or write to 47 Long Deacon Road, Chingford, London E4 6EG.
10. Bruce Roberts proposed that future meetings start at 1.00 p.m. and this was agreed.
11. Any group wishing to volunteer to be host to the 1984 AGM should notify the Secretary. The North Staffordshire Group had volunteered but any other group was welcome to put their name forward.
12. Ken Canham had volunteered for the post of Runs Co-ordinator. No other volunteer had come forward so his offer was gratefully accepted.
13. Ron Carter advised that after a talk a new group had been formed in Gwent. He was thanked for his efforts and asked that they advise the Secretary of the name and address of their Group Representative and the Editor of their meeting place.
14. The Cambridge Group volunteered to organise the TRF stand at the BMF Rally if there was no excessive charge for space. An allowance of £75 would be made to cover stand expenses.

15. It was agreed that Ron Carter organise the stand at the 1984 Dirt Bike Show at Bristol on the same basis as last year.
16. Seymour Moss gave a resume of his visit to the BMF's AGM and a discussion followed about the new basis of membership and which optional extra benefits were required and it was proposed that only basic membership was required. This was agreed.

The meeting closed at 5.00 p.m.

## THE MAN WITH FEET LIKE THE WIND

The story of a day's riding in the Ardennes, 'loosely' translated by Ian Thompson.

It is the same old Saturday for everyone. You take your car, your wife and your kids and you act as 'caddy' for a round of the local hypermarket. As you approach the line to checkout tills, the competition starts. There are the usual queues, and to gain two places means five minutes less before going home to the telly, and you can bet the match you wanted to see has already started.

This is a familiar picture. It is the same Saturday for everyone. For me as well. But when I have played my part in the ant hill of the food hall, I take out my DTMX. 500 metres of tarmac and I leave the house behind. I pass the line of ants returning from the supermarket. They have already missed the first half of the match on TV, but for me a different Saturday begins.

The MX is running well. The first green lane, and the birds nest known by heart. This is where I first fell off. Standing on the footrests, I now boast of my first crash, inscribed on my shins, before I could afford a pair of boots. I rock the petrol tank left – right – left to put me on my toes. After the loose pebbles on the slope and the rabbit warren, there are two kilometres of farm road where I can just about get flat out in sixth! If there is no one about. If there are fishermen, then it's first gear and a wave as I pass. There is nothing more peaceful than a fisherman . . . They always have 'ripping yarns' to tell. You know the fish is the only animal that continues to get bigger after its death.

As for hunters, well that is another story. There will surely be an occasion to tell you about them one of these days.

And then, suddenly, things get tricky. A change of rut (not too bungled) then a jump immediately afterwards if the revs don't drop below 5000. We recover, bike and I. A big grin. I am getting to know this road a little. But it would have been better to take it in second gear.

We do not pretend, the bike and I; we know our limits. The bike would take little more to enter a real enduro than the removal of some rather pretentious fittings – indicators and so on, and I would be quite likely to fall off in the next awkward rut!

After the first mistake you calm down, especially as you enter the woods. But the wet going from the last rainfall is well coped with by a pair of Metzlers (beware when cornering on damp tarmac!). Large oaks follow the gloomy fir

plantation. In the pale, mysterious, impressionist light you give a relaxed sigh; you slow for the descent to the stream which murmurs below. You even stop, to avoid disturbing the squirrel sitting in the path, a tiny red spark which plays happily ten metres ahead; then it goes away more surprised, more curious than panicked. It had already realised that a trail bike rider does not shoot wild animals.

Now we are a long way from the nearest Bank Holiday, so there should be no barbeques or strollers dropping picnic litter. There is no reason automatically to grab a handful of throttle. You can still meet ramblers away from the road. Then you slow down and sometimes say a word, at least give a friendly wave.

Here lily of the valley grows in tranquility, perhaps because it is too late to be picked for May Day. Birds chatter amid the rustle of the leaves and the counter-melody of the brook, which has such a pretty and not inappropriate name (according to my 1:25000 scale map). Mechanically, I glance casually at the trip meter: almost 5 kilometres. I add 500 metres (the tarmac). I turn my gaze to the bracken and think of nothing. Nothing but the soil, the oaks and the mushrooms. We are less than 6 kilometres from the supermarket of a few minutes ago. It was ages ago . . . and unless they start fitting trolleys with knobby tyres, we will be undisturbed for a while. And we breathe the calm of the forest, which hums still with a thousand quiet lives; my MX and I, we breathe the Ardennes.

Somewhere south of the Loire, I hear you can really have some fun! For sun loving southerners, the Ardennes could be Siberia. What do you want? Everyone cannot be stuffed with dollars to take part in the Trans-America, or supplied by the creators of dreams with the latest factory racer. So if the Ardennes is, for you, only a green splash on a map, labelled 'wild boar', think again.

It was on these remote roads that Arthur Rimbaud, 'the man with feet like the wind' travelled on foot from Charleville to Charleroi in the autumn of 1870, inspiring everyone with his beautiful poems. These woods, these glimpses across the Meuse which snakes along the schists and slates, and all their magic you will also find in 'The Land Where No-one Goes' by Andre Dhôtel, another Ardennais. And there are a few fantastic rides of his hero, Gaspard, which I rediscover when I ride along across this land which everyone ignores.

Study the IGN 1:25000 maps, get a compass, and come and ride in the footsteps of heroes. Go for a run, lose yourself. Discover the charm of solo trail riding and if you meet someone, don't open the throttle wide and spray them with dirt and noise; stop and have a chat.

You may search the remotest corners where orchids still grow and where the ferns are almost fossils. You may discover where owls still live and you may find life a little more rich yourself after a marvellous ride in the Ardennes.

(Translator's Note: I spotted this in an old bike mag and thought it worth bringing to your attention. Does anyone have any contacts with continental trail riders? I really fancy a continental run. Green lanes, bars open all day and continental cuisine! It's got to be a winner!)

Ian Thompson, 17 St Michael's Road, Burnham-on-Sea, Somerset

**NEW TRAIL BIKE PRICES (Recommended Retail — latest known prices)**

<b>A.J.S.</b>	250 Trail £1072 360 Trail £1121 450 Enduro £1678	<b>Kawasaki</b>	AE50A2 £479 AE80B1 £549 KE100B2 £609 KE125A10 £699 KE175D3 £649 KE175D5 £729 KL250C £899 KDX200 £1219
<b>B.M.W.</b>	R80GS £2650		
<b>Beta</b>	125 Rambler £965		
<b>Cagiva</b>	SXT125 £770 125 Aletta Rossa £899 250 Ala Blu £999 350 Ala Blu £1199 350 Ala Rossa £1550	<b>MZ</b>	Pathfinder 123 £560
		<b>Morini</b>	344 Kangaroo £1845 478 Sahara £2095
<b>Fantic</b>	RSX125 £950	<b>Neval</b>	Electronic Trail 125 £495
<b>Honda</b>	MTX50 £585 XL125R-C £859 XL250R-C £1245 XL500R-C £1545 MTX80RF-D £775 MTX125RWD £939 MTX200RWD £1045 CT125-C £725 CL250S-C £945 XR200R-C £1095 XR350R-D £1445	<b>Suzuki</b>	TX50ER £476 TS100ERX £639 TS100ERZ £699 TS125ERX £699 TS125ERZ £799 DR125S £839 PE175 £1199 TS185ER £799
		<b>Yamaha</b>	DT50MX £575 DT80MX £619 DT125LC £919 XT125 £849 DT175 £810 XT550 £1559 IT125 £987 IT175 £1219 IT250 £1373 IT465 £1423
<b>Husqvarna</b>	125WR £1379 240WR £1683 430WR £1782		
<b>KTM</b>	125 Enduro £1649 250 Enduro £1799 420 Enduro £1799		

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**TEST REPORT — YAMAHA XT125 — Ros e Swindells**

The advent of the much debated learner law has brought a crop of up-dated 12bhp 125cc machines onto the market. However, whilst a drop of 2 to 3 bhp on a 2 stroke 125 is not going to make too much difference to performance, on the 4 stroke it appears to effectively kill it. I started my bike riding on an XL125K and know that lack of ground clearance and poor suspension movement let that bike down before any lack of power; in fact that bike could attain a top speed of over 75mph whereas the modern-day restricted versions seem only to be able to manage a top whack of around 65mph.

The XT125 was first introduced in 1982 and, unlike most Japanese road bikes, has not been through any model changes. The engine is a simple air-cooled, single overhead cam, single cylinder, 2 valve motor with a gear driven balancer shaft to dampen any vibration — which it does very effectively as I was not aware of any bad vibes.

The first problem with the XT125 was starting it. Four hours of intermittent kicking only produced a slight grumble from the engine and much grumbling from me! There was nothing actually wrong with the bike, it's just extremely particular about it's starting habits. The only way that bike would fire was on full choke and no throttle — even the slightest touch of throttle would kill the engine. Once fired up it was a case of waiting for about 20 seconds until the revs started to rise before you dare try to set off. Using this method the XT fired up reliably over the rest of the test period. However, I did find it extremely awkward kick starting the XT and keeping my right hand from twisting the throttle even the slightest bit.

To compensate for it's finicky starting, the XT ran well, never missed a beat and was a very smooth and quiet running unit. As there was no rev counter, at a stand-still against a noisier bike it was sometimes difficult to tell whether the engine was still running. Apart from cost cutting, I can see no reason why a rev counter has not been fitted to the XT — a set of colourful warning lights staring you in the face instead just doesn't have the same feel. Typically, the 'power' was unimpressive. There was no power band as such, the XT just went progressively faster until it reached 65mph but then would not do anymore. For town riding, any manoeuvre had to be preceded by a down gear change to get any sort of fast acceleration and performance. Having said that, I have to confess that I came to like the XT.

The monoshock rear suspension was superb — riding over changing road surfaces effortlessly. On the trail it never bottomed out or lurched about and gave a sort of armchair type comfort. However, unlike the DT's suspension unit, the XT's monoshock is not adjustable so I reckon I was lucky that the suspension suited my weight. The riding position and seat were also very comfortable for me, but for anyone much over 5'5" it will probably feel rather cramped as the distance between seat and handlebars is quite short.

Over the easier type of lane it was difficult to fault the XT's green laning performance. Uphill lanes though, proved to be the undoing of the 125 as it just didn't have the low down grunt needed for some of the climbs. You needed to have the bottle to take everything uphill as fast as possible to ensure reaching the top. I suppose there was some consolation after all that the bike didn't have a rev counter! Downhill though, the addition of the 4 stroke's engine braking was useful.

The tyres actually were not as bad as I'd feared they would be. (I'm used to using a trials tyre on the front wheel and a knobbly on the back.) Obviously they let the XT down when riding through mud, but once I'd got used to the bike squirming a bit, but not actually losing traction, I felt a lot more confident. Over rocks and stones the bike handled very well. What surprised me was that on one particular muddy climb the DT175 was all over the place whilst the XT plodded slowly up on next to no revs with just sufficient grip to keep moving. In that instance any more power would have probably had the back wheel spinning.

For 6 volt electrics I thought the lights were excellent. The system is completely direct (except for the indicators which run off the battery). Most trail bike systems I've seen just have the headlight running direct. I thought the XT's electrics basic in this respect as in the event of a breakdown or even just stalling at a junction at night, it is safer to at least have the rear light working so people don't come crashing into the back of you. The indicators, which surprised me by actually working, were sensibly rubber mounted. Because of completely direct lighting system, it may be possible to run the XT with no battery, but I wouldn't like anyone to quote me on this.

The ignition switch was rather fiddly and I can see quite a few keys being snapped off in the first few days of ownership. A steering lock is incorporated into the switch and the key needs to be pressed in hard and allowed to spring-release slightly before it can be turned. I'm not sure if there is an easy way of removing the key, I never found one. I just had to yank it out and hope that the key would last for the 3 week test period.

All the controls were smooth, even the gear change, which on a bike that seemed to need a gear change every few seconds I would have expected to have been hammered to death. The brakes were excellent, far better than I have come to expect from a trail bike.

To keep the weight, and more probably the cost down, a lot of plastic is used — even down to the seat base. However, as the seat base also acts as part of the rear mudguard this is probably just as well, as a metal base would rust through in no time. A shame the exhaust system couldn't have been made of something that didn't rust as even on a bike with only 400 miles on the clock, the system was rusting quite badly. In common with the DT175 the XT125 has a box section swinging arm which, although looks like aluminium, is in fact just silver painted steel.

The fuel consumption was reasonable at around the 75 mpg, but considering the top speed was only 65mph I would have expected a figure more up in the 90–100 mph range. I liked the styling which is very similar to the 125's big brother, the XT550 and to my mind gives the bike quite a sporty appearance.

Although quite high, the bike sinks down when you sit on it and I found that on the trail I was able to dab easily and at only 212 lbs (dry) it was light to throw around.

I thoroughly enjoyed riding the XT, but I had to feel rather sorry for it. I can't see it selling awfully well beside it's 2-stroke rivals. However, it may appeal to 4-stroke lovers who are willing to sacrifice that bit extra performance for a quiet and very civilised bike.

To my mind, it is unfortunate that Yamaha decided not to import the XT200 into this country as I feel that could have been a popular bike amongst trail riders. However, as a minority group of potential purchasers, we are just not, I suppose, economically viable.

#### TEST REPORT — YAMAHA DT175MX — Dave Swindells

The DT has hardly changed since 1978 when it was given monoshock suspension and suffixed by 'MX'. To my mind this machine had it's hey day a couple of years ago when it was considered by many to be the only trail bike to buy. Today it looks rather basic and old-fashioned against it's more moto-cross styled rivals — not that styling means everything.

It is unfortunate, therefore, that the 125 learner law has killed the 175–200 class stone dead in this country. The DT itself is now a discontinued model, having been superseded by the DT125LC. However, there is still a market for the 175/200cc machines in trail riders who find that the combination of weight, size, power and economy suits their needs; I number myself among these.

The first point that impressed me about the DT was that it had a security bolt fitted as standard in the back wheel. How many nother non-competition bikes have this? It might sound strange, but it is a trail bike that actually seems to have been designed for trail riding! Manufacturers openly admit that their trail bikes are usually designed for around 80% road use and 20% 'off road' use. The detail design is very neat with rubber covers over almost all points where water and mud would like to do their worst. A chain tensioner as standard is quite rare as are fork gaiters. All the controls were light and unobtrusive which is as they should be — a stiff throttle or clutch can erode your concentration at a vital moment. The brakes in particular fitted this pattern of working without fuss and with plenty of feel. However, I only realised just how good they were when I sailed down our drive and into the middle of the road with brakes full on the first time back on my own XL185!

The lights, however, are not up to much — a blob of yellow light about 3ft diameter 20ft in front of the bike is not enough, and main beam only moves the 'blob' 5ft further forward and 1ft to the right. Not enough when you see what Cibie can do with even their 6V tungsten headlight conversions. The indicators and rear light in contrast are very bright and visible — a shame because these are the very items that most trail riders either remove or replace. The tyres, due to the aforementioned lack of development were not the hopeless 'fancy pattern' trail type fitted to most new trail bikes, but the more standard trials block pattern Bridgestone Trailwing tyres, which were quite reasonable covers giving good grip in most situations except for 2ft deep mud. As for road grip, they gave as much as I asked, which admittedly was not a lot, since I gave up trusting trials tyres after a DT250 once led me to believe I could ground the footrest — it lied!

Yamaha were first in the field with monoshock suspension and they got it right first time. The only change from the 1978 specification is the box section swinging arm (it used to be round tube). Although it looks like aluminium, it is only silver painted steel. The seven position shock absorber under the seat worked perfectly well on the street and on rocky descents where it would never kick out or get out of shape. The rear end would absorb huge bumps and craters without bottoming or topping out. The forks worked in harmony but gave an alarming clonk over large bumps.





Yamaha XT125



Yamaha DT175

For those who are interested, the road top speed was 65mph in 6th (top) gear at 8000rpm, but of more importance, I liked the way it would pull over rocks and through mud from as low as 2000rpm.

The engine is a 171cc piston ported 2 stroke with reed valves and oil injection. Our machine used rather a lot of oil and I suspect that Yamaha set the oil pump rich on the press fleet to avoid the bikes being returned to them with remarks like, '... 9000rpm in second then it stopped ... and the kickstart has gone stiff ...'. The oil tank is under the right sidepanel and is easily accessible. There is also a warning light in the rev counter which illuminates when the tank is about ¼ full.

The engine on our test bike had a slight flat spot just off idle. This caused no real trouble, but was slightly annoying when picking a line through boulders. Maybe it was not set up properly which may also account for the high fuel consumption of just 50mpg giving a full tank range of only 78 miles — I know, I pushed it! (So did I! — Rosie) Not good enough, my wife's Kawasaki KE175 manages 85 mpg with better performance than the DT.

Overall the bike is still as good a bike as it was in it's hey day (during the early 80s) and at almost the same price (around £800) if you are prepared to shop around.

#### SPECIFICATIONS

	YAMAHA XT125	YAMAHA DT175MX
Engine	single cylinder, sohc	single cylinder 2 stroke
Bore and Stroke	57 x 48.8mm	66 x 50mm
Capacity	124cc	171cc
Compression	10:1	6.8:1
Carburation	24mm Teikei	24mm Mikuni
Bhp @ rpm	12 @ 9000	15 @ 7000
Primary Drive	Gear	Gear
Clutch	Multiplate, wet	Multiplate, wet
Gearbox	5 speed	6 speed
Electrics	6V/4ah battery	Flywheel magneto, CDI ignition, 6V 6ah battery
Lighting	35/35w headlight	35/35w headlight
<b>Dimensions</b>		
Wheelbase	53"	53"
Seat Height	33"	32.5"
Ground Clearance	10.5"	10"
Weight (dry)	212lb	218lb
Fuel Capacity	1.6 gal	1.4 gal
<b>Cycle Parts</b>		
Brakes front & rear	5.1" s/s drum	5" s/s drum
Tyres front	2.75 x 21" Bridgestone	2.75 x 21" Bridgestone
rear	4.10 x 18" Bridgestone	3.50 x 18" Bridgestone

#### Performance

Top Speed	65mph	65mph
Fuel consumption	75mpg (overall)	50mpg (overall)
Price	£809	---

Both motorcycles supplied by Mitsui Machinery Sales  
Oakcroft Road  
Chessington  
Surrey

\* \* \* \* \*

Next issue I hope to report on Cagiva's new 16bhp 125cc trail bike — the Aletta Rossa — no one under 5'10" need apply!

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## A LONG LAY OFF!

Having been a motorcyclist in my youth some 25 years ago and not ridden since, the invitation to accompany Dave Giles on a green lane run had a degree of challenge about it for a weekend walker.

A spot of practice was thought to be prudent so one wet Saturday morning found us at the Bristol Motorcycle Training Centre where balance and throttle control were re-learned with some degree of difficulty. To manoeuvre a machine across rough ground is certainly more difficult than it appears. Exhausted, aching and very muddy I scraped a low grade pass from my personal instructor whose machine I was to borrow for the event.

The summer of 1983 was superb with very little rain but the day we chose for our journey dawned dull and damp. Through the day the hard baked ground was repeatedly lubricated with light rain and in places muddy puddles quickly formed.

After togging up in borrowed helmet and clothing and with the adrenalin flowing we left the car park of a pub near Chute Causeway in Wiltshire and had the easy and pleasant experience of two miles of road riding. Ah! This reminded me of my youth! Stop; gate open; 'Down there and I'll catch you up'. The reality hit me, my first 'green lane'. It didn't look very green to me — just a deep rutted stoney track at a steep angle, but the time had come for me to put my wheels where my mouth had been.

It must be difficult for an experienced rider to imagine the thrill of negotiating a single long rut of loose stones to reach a flat track where the handlebars could once again be turned. Next came an overgrown leafy lane where forward vision was impossible, it was only the fact that Dave had gone ahead that I assumed it was possible (for him yes, but what about ME!).

Slippery lanes, ploughed field edges, steep banks, they came and went one after the other, piling on the tension and excitement. So far I'd managed to hang on and not get parted from the Yamaha which was so very forgiving.

After 45 miles we had our first real rest beyond Winchester, a shandy and bite to eat. I was now feeling very tired but at the same time exhilarated by the experience: probably a case of the spirit being willing but the flesh weak.

The afternoon took us another 45 miles, at first along Roman roads to Old Sarum and then northwards along ancient coaching routes through dark woods (watch those slippery tree roots) and across the Wiltshire plains to reach the car with a big finish down a very overgrown lane which nearly beat me.

At this point I really was exhausted and the effort of lifting the bikes onto the trailer took the last of my energy. It proved to be a very memorable day for me with considerable satisfaction at not having fallen off. It also gave a much greater appreciation of the pleasure a motorcyclist can get from trail riding.

Many thanks Dave for the experience.

Bryan Powell, Bristol TRF Group

## RIGHTS OF WAY REPORT by Brian Thompson

### RIDGEWAY NEWS

The 1983 Ridgeway Report is published concerning the May to October 1983 voluntary restraint agreement. This Report makes very good reading and is the best of the four investigations into motorcycling and allegations of conflict since the first in 1976, which concluded that 'use by motorcycles is negligible'. The 1983 Report shows that motorcycle use has fallen by 54% compared with 1982 and use by bikes as a percentage of total use was just 2% in 1983. These figures, says the Report, represent a very small number of vehicles. Clearly then we should all be very pleased with this Report and I express my thanks to all those trail riders who responded and behaved with restraint.

The Countryside Commission decide in April if they will press for a full ban, but I think they would be very unwise to force the issue to a Public Enquiry where the mass of evidence in our favour would surely win the day for us as in 1976. The evidence submitted by the RA this summer that 'constant streams of bikes were using the Ridgeway' can now be seen in this excellent and fair report to be the usual wild rambling we have come to expect from them. However, before the celebrations begin don't under-estimate the strength of the pressure groups against us and how they managed to get three Ridgeway Reports in our favour dismissed and shelved because no-one backed their biased and selfish views.

### What price FIVE Ridgeway Reports?

An accident happened on 13th November 1983 when, according to RA sources, over 100 trail riders roared (they always roar in RA language) down the Ridgeway and one unidentified rider accidentally struck Gavan Sellars, leaving him with an injured knee. While I don't defend this rider, this one accident (the first even reported) has been blown up into the crime of the century.

The RA say, 'How many more accidents must there be before the Commission propose a traffic ban. Does someone have to be killed before they act'. But as the *Wiltshire Times* said in it's leader, 'The statistics and one unfortunate accident fall far short of the justification needed'.

If the Commission ban bikes just because a few walkers and conservationists can shout loudest, then I really fear that the sacrifices and restraint are wasted and riders will, in disgust and defiance, beyond our control, ride like the 'streams of roaring bikes' that so far exist only in the imagination of the RA.

### NOT A TRF COLUMN

Terry Jolley and the TRF boys from Thames Valley are under a wrong impression that my Trials and Moto-cross News column is exclusively to the TRF. Not so! I am, for the sake of unity, trying to bring trail riders together as Rights of Way boss for the ACU, BMF and TRF. No-one else has equalled our successes despite meagre resources. I aim to pass on the latest news and views on the trail scene. As the TRF job is voluntary you cannot expect me to behave like a trappist monk!

The TRF has no trail park policy, though they officially supported the park in County Durham. Whether the TRF object or not, trail parks are here to stay and there is no evidence that the RA will use them as an excuse to close green lanes.

## COAST TO COAST RUNS

The response to the TRF Wales and Yorkshire/Lancashire runs this summer has been very good. Following lots of letters and 'phone calls urging me not to attempt the crossing of Morecambe Bay this part of the two-day run (12th/13th May) has been reluctantly dropped. Maurice Arden, an old pal of John Ebrell (whose name we remember for this run) has offered a trophy. I came under fire for proposing a cup because this would suggest an element of competition. What I had in mind was the best behaved and most considerate and quietly ridden entry. Anyone who races about scattering rambles will be banned for life!!! We would be pleased to have any suggestions as to how and for what merit we can take up the kind offer of the trophy to be presented by Mrs Eileen Ebrell in Morecambe on Sunday 13th May. The organiser of the Yorkshire/Lancashire run is Ken Canham, 'Overdale', Woodside Villas, Hexham, Northumberland, to whom all enquiries should be addressed.

The 200 mile Welsh run on 9th/10th June is in the capable hands of Ron Carter, 'Lynton', Ebley, Stroud, Glos. Room for more entries, but note both are closed to club events.

## DISABLED RIDERS

Give a thought for the disabled trail rider. By disabled I mean those confined to a wheelchair for which a ride on the humblest bike is a joy of the past. But not all is gloom thanks to the Chronically Sick and Disabled Persons Act 1970, Section 20 and SI 1391, which allows a motorised wheelchair to lawfully use any footpath or bridleway. Earlier sluggish 30 mile range electric machines were no good for steep rough tracks, but now in the '80s modified ATCs are being used such as the Honda 70 and 110.

Colin Green of Settle, North Yorkshire has written to me. Colin is paralysed and has a modified Honda ATC which he uses to explore footpaths and bridleways in the Yorkshire Dales and Lake District. He would like to hear from other disabled trail riders. Letters will be forwarded. But sadly even for riders like Colin Green who have no other way of enjoying the countryside the same minded people who want the Ridgeway closed also object to the disabled using ATCs. I am staggered by such callous intolerance, words fail me!

## SNIPPETS

### LAKELAND

A threat to close that famous old mountain pass Walna Scar as a result of trippers cars choking the Coniston side during the summer months. Some people have been taking their family saloons too far along the rocky track and calling out the rescue services to pull out stranded cars. As usual we suffer the sins of others.

## CORNWALL

Ken Ingray, 9 Albion Road, Helston, Cornwall is trying to form a Cornwall TRF Group in an area that used to be off the map for trail riders. Anyone interested should contact him.

## MID-WALES

Likewise, Owen Shaw, Bryn Teg, Llandderfel, Bala, is hoping to form a local TRF branch. Ring Owen on 06783 210. The bad news is that Mike Dutton who looked after Rights of Way for the TRF in Salop and Mid-Wales has resigned. He is no longer able to afford a trail bike. However, Mike will still be riding the lanes . . . on a pedal bike; working for the Byways and Bridleways Trust.

Still in Mid-Wales, Dyffed County Council is seeking ways of turning over some of the many derelict slate quarries and mineral workings in the county to areas that may be of use to motorcyclists. Good thinking from David Brown, County Planning Officer in Carmarthen.

## NORFOLK

We still badly need someone to keep an eye on green lanes in this big county. At the moment green lanes are closed willy nilly and we do not object.

## LANCASHIRE

Our hard working man here, John Gillet, is negotiating exclusive rights for TRF members to use certain green lanes by permission. These have *no* vehicular rights (after extensive research) and would otherwise be unlawful to us. All too often when we lose a lane (and many have been closed) no attempt is made to ask permission to use them. The TRF and other clubs should not be reluctant to ask permission providing no vehicular rights exist. The landowner can give this permission. In the Lancashire examples the County Council have been consulted which they should be in any formal written agreement.

## 'ROAD BIKE' SECTION

Lots of green lane riders who for all sorts of reasons (and increasingly for economic ones) do not have a modern trail bike. Some actually prefer to ride a 35 year old Ariel or Matchless. However, even if their choice is a BSA B40 many feel left out in the cold alongside the more usual DT175MX or meatier machinery, like the XR200 or 500 ridden by younger and fitter riders.

I sympathise, and this is why I moved the rule to include *all* trail riders. It is in the best interests of the TRF to encourage more riders like Alan Todd, the 68 year old veteran, who saved the Lake District by testifying at a dozen Public Enquiries with 40 years use evidence to join the TRF. My regular appeals for such riders to come forward have fallen on deaf ears mainly because the TRF is seen as a club that does not cater for slower, older riders. Though Alan is now a TRF hero, like other pre-war riders, they are found in the traditional ACU clubs deeply rooted in trials and often with unique knowledge of the lanes and on good terms with landowners.

John Blackburn, Flat 2, 72 Bannerdale Road, Sheffield 7, and John Shaw, 37 Longmoor Road, Halesowen, West Midlands are willing to help organise road bike runs. John Blackburn rides a BSA C15, John Shaw a MAC Velocette. Get in touch. By 'road bikes' we also mean older trials bikes, converted road bikes, vintage bikes, the list is endless. If the road bike run I held last August in Derbyshire is anything to go by it's fun!

(N.B. It must not be forgotten that ALL our trail bikes are 'road bikes' as they are taxed, insured and if applicable MOTed and ridden legally on the road. The only proper definition of an 'off road' bike is surely one that is unregistered and therefore cannot be used on a public road? — Rosie)

## FARMERS MEETING

On 7th February I attended a meeting with the National Farmers Union in London at Agricultural House. It seems my House of Commons Report on the alarming extent of ploughed green lanes had had some effect such to my surprise. Also present were representatives from the Ramblers Association and the Byways and Bridleways Trust. Those 500 ploughed lanes will not be forgotten!

## SHEFFIELD MAP

A new Definitive Map for the Sheffield area including all the high country on the Derbyshire border is now published. Ample Byways fought and won can be inspected at the Central Library, Surrey Street, Sheffield.

\* \* \* \* \*

## SOUTH YORKS/DERBYSHIRE GROUP LAKES WEEKEND November '83 —

### Rosie Swindells

Our group has often talked about having a weekend away trail riding, but, unfortunately that's about as far as it ever got over the last couple of years. However, the last time a weekend in the Lakes was mentioned by Gordon, he didn't give anyone a chance to make excuses and arranged a date there and then. He did an excellent job of organising the van and our digs (we stayed at Brendan Chase in Windemere) and all the rest of us had to do was turn up at the right place at the right time.

Our party comprised:

Dave Swindells	Honda XL185
Ann Stevenson	Kawasaki KE175
Glenn Stevenson	Suzuki TS250
Ian Bradbury	Honda XL250
Gordon	Suzuki TS185
Terry	Yamaha DT250
Myself	Kawasaki KE175

The odds seemed stacked against us even before we set off — the fine weather broke, the van was two hours late and Ian turned up on foot having abandoned

his bike a mile from the pick-up point. It appeared the Honda's automatic valve lifter was working too well and had stuck on. Ian very calmly passed off all the sarcastic comments made about the rather poor state of repair of his machine.

Saturday morning and it was still persisting it down, but we'd come here to trail ride and trail ride we would. So, reluctantly we set off for Garburn Pass. The cracking pace up from Troutbeck soon slowed down over the steep rocky descent. My bike decided it didn't want to play and after refusing to tick over, expired altogether. Glenn confidently said it would be a faulty kill switch — and it was. The same happened to Ann's KE some time before so it would seem to be a Kawasaki weakness. There should have been a marvellous view from the top of the Pass, but with the low cloud and rain, visibility was down to a matter of yards unfortunately.

Ian, meanwhile, decided to be clever and ride back up the lane, promptly dropping his bike and putting a nice dent in the tank!

Over Till's Hole with another steep rocky descent and then onto Gatescarth. Like all these 'interesting' lanes, they start off as nice easy gentle climbs, lull you into a false sense of security then bang! You're faced with near impossible climbs. Battling to the top — discovering that plastic levers will bend double and not break, on the way up, Gordon infomed us that to get to the pub in time we'd have to go back the way we came. All that effort wasted.

Back on the road again we were all beginning to feel rather drowned and headed towards a pub on the A6 for lunch. We were all wet — so much for Belstaff nylon overtrousers. All they did was strain out the muck and let the water through! Ian wrung out his money and left it to dry and Glenn looked as though he'd been swimming . . . fully clothed!

We stayed pretty much to the outskirts of the Lakes during the afternoon. It was so misty that there was no point in climbing to any heights. The lanes here were of a completely different character from the morning's rock climbing — more like cart tracks with the occasional mire.

Arriving at a 'ford' we all stood aghast at the raging torrent we were expected to cross. Terry was volunteered to ride across and battled well against the current and vertical river bank on the other side. Once there we all turned back and said we'd meet him at the other end of the lane and ride around on the road (cowards all of us). It was beginning to get dark by this time, so we decided on one last lane before going back to the B&B place. Gordon nearly caused a multiple pile up when his silencer shot off — I headed for the gutter and Dave nearly rammed into the back of me. Once the silencer had cooled it was tied onto a carrier . . . along with the footrest and numberplate!

The last lane was rather ill-defined and ended up in a field. A search party was sent out to find the correct route and we all set off down this really muddy and rather dubious smelling lane — definitely a case of 'feet up'!

After that Gordon went off in search of a welder to weld his footrest back on whilst the rest of us rode back to our digs. Ann and I swapped KE's for a comparison test and on our return Ann said, 'It whines a bit doesn't it?' I didn't think anything of it until the next morning.

We all looked like refugees from WW3 as we collected in the lounge to wait for opening time. As Glenn said on Sunday morning 'The trouble with good Saturday nights is the Sunday mornings that follow!'

After breakfast Sunday morning the bikes were given a quick check over before setting off. We'd only ridden a mile or so when my bike started making the most terrible noises — loud whinning and hissing. Jeez, I thought it's going to blow up and pulled up double quick. It would appear that my bike likes to run on double the amount of gearbox oil that the handbook recommends as once some more oil was poured in she ran quietly again and caused no more problems. However, it meant that we had lost valuable daylight time messing about . . . but that was nothing to what was to come.

The sun was now shining and we at last headed for Elterwater towards the first lane. An easy little track ... until we hit another ford, this time a 30 foot stretch of fast flowing river. Terry and his sub-aqua DT thought nothing to that and bravely set off. He nearly made the other side, but dropped his bike leaving all but the handlebar submerged. It's surprising just how many holes a bike has when it's full of water. There was water coming out of the exhaust, the carb, the engine and the spark plug hole. It took about an hour to pump the water out and revive the DT. In the meantime Glenn made a successful crossing (using Ann's bike) whilst the rest of us used the alternative 'land' crossing.

Sunday's lanes around Coniston/Ambleside were superb, not really difficult but still with that element of 'will I/won't I fall off' about them on some of the ascents and descents. It was then that Gordon suggested Walna Scar. 'It's alright except for the bits where you have to carry the bikes' I remember the lads from the North East had said that morning. The first mile or so was a piece of cake — a really nice rocky lane, rising slightly but mainly following the contours around the hill, and with a beautiful view. I then noticed that Terry had stopped some yards in front of me, so rather than plough on regardless I thought I'd better stop and see what was going on. I soon found out . . . boulders, sodding great boulders and solid rock steps up a narrow gully. The lads struggled up but Ann and I decided that discretion was the better part of valour and waited a while before heading for the pub.

It was raining again now as we sat and listened to the sound of distant chain saws! Glenn came back to join us saying that the 'lane' got worse and we set off back into Coniston for a pint. I got talking to some walkers at the Coniston end who said, 'Now if you really want a difficult lane with some good climbs, you want to go up there' (gesticulating up some footpath). I thanked them but said that we couldn't take our bikes along a footpath.

Meanwhile, back on Walna Scar, Ian had got stuck in a bog and was sat there, back wheel spinning madly as Gordon rode by . . . then Terry . . . and finally Dave. They stopped at the top, asked each other where Ian was and all said, 'Oh, I passed him some time ago . . . he's down there stuck' and thought no more. In the meantime, Ian had stopped the engine, got off, tried to move his bike, started it again, and was still wheel spinning when the three came back to go to the pub. No, they'd not come to find him, but to carry on to the end of the lane would have split the whole group up. Ian was glad of some assistance by this time, no doubt.

We all met up for lunch and decided to ride some of the Grizedale Forest lanes in the afternoon. These were really good. Both Gordon and I map read as it was a maze of footpaths, lanes and Forestry Commission Roads and God forbid if we found ourselves on the wrong lane at the wrong time. The Forest proved to have the muddiest lanes of the weekend. Dave was happy as at last he was able to justify changing our T61's for Metzeler MX tyres for the weekend.



Terry and his 'sub-aqua DT'

Ann took on Herculean strength during the afternoon and took out her revenge on a particularly horrible rock she'd come across by doing some lane clearance and lobbing the offending obstacle out of the way, along with some choice expletives!

It was quite an uneventful afternoon as far as breakdowns/falls were concerned. Whatever was going to fall off the bikes had already fallen off and we were all really getting into the swing of riding. So it was a rather unhappy bunch who stood waiting for the Windemere Ferry in the rain. It was getting too dark to do any further lanes and we had to get back to the digs and get ready for the drive home.

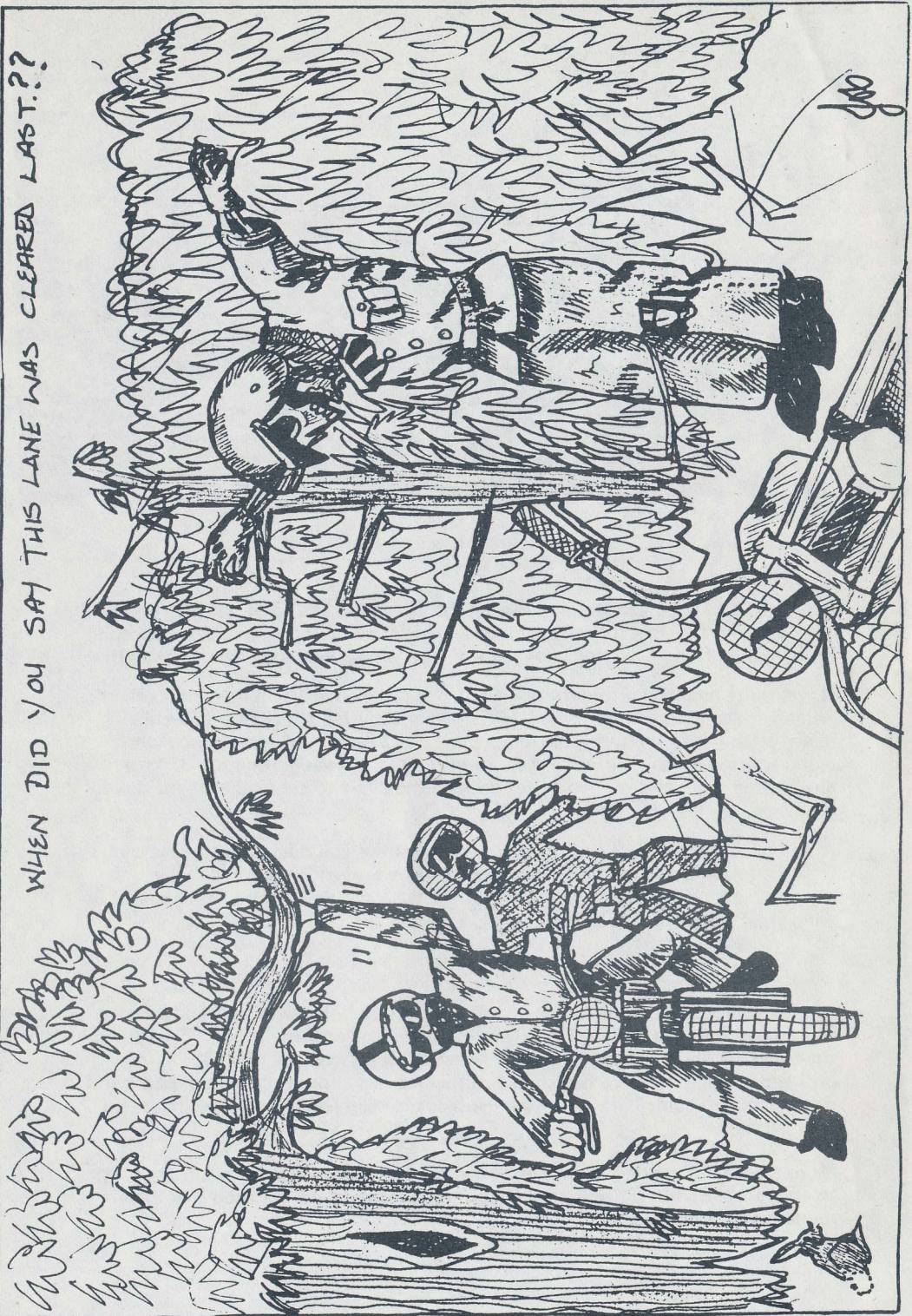
It had been a super weekend, I think we all wish we could have had an extra day or so and we have all (rashly) promised to make a return trip. Some really memorable 'pub tales' have come out of the weekend and I don't think any of us will forget Terry and his DT in a hurry!

\* \* \* \* \*

Brian Thompson has been awarded a Winston Churchill Travelling Fellowship. This award is worth around £2000 and Brian will spend June in the USA studying the trail park scene and learning how America copes with its' off-road biking problems. The Americans have had around 14 years experience of trail parks and Brian hopes to come back with some answers to help local authorities to set up trail parks.

More than 3000 applied for the 1984 Fellowship awards which were first set up to encourage British citizens to carry out research overseas into some of Britain's modern-day problems.

WHEN DID YOU SAY THIS LANE WAS CLEARED LAST??



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**ACCOMMODATION:**

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**LAKE WINDEMERE B&B,** 26 separate beds, doubles/singles, colour TV, lounge, ale house 20 yards. Yard to lock up 12 bikes. Ample car and trailer parking. B&B £6.50, evening meal by arrangement £4. Late and early season reductions for groups of 8 or more persons, 2 nights or over. Brendan Chase, College Road, Windemere, Cumbria, LA23 1BU. Tel: 096 62 5638.

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**BARBOUR SUITS:** A5 Gold Medal Jacket £47.95, A7 Inter-Jacket £51.75, A8 International Trousers £34.50. 10% discount to TRF members.

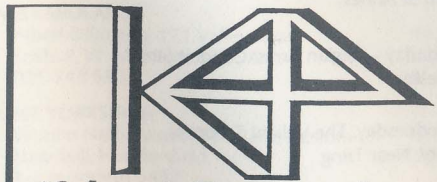
**UNREPEATABLE SPECIAL OFFER,** New type Dunlop Safety Wellies, seconds £10.99. P&P extra. R&D Armstrong, 7 Bridge Street, Appleby 52229.

**HONDA XL250R** (pro-link) Y reg. 1983. Taxed till end of Jan '85. 6000 miles. New rear tyre and chain never trailed. Excellent condition. £750 ono. Tel: Chirk (0691) 778342.

Lewis Leather Super Monza Motorbike Jacket. Finest calf. Black 38/40" chest. Padded elbows and shoulders. Unbreakable nylon zips. Hardly used £65. Tel: Chirk (0691) 778342.

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Round TRF stickers @ 10p. Rights of Way Guide. Paul Clayden – A Guide to Law and Practice. New TRF Notepaper. Available from Richard Marshall. Tel: Draycott 3416



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**TRAIL RIDERS FELLOWSHIP****Group and Group Rep.****BOURNEMOUTH & POOLE**

Keith Cockrell, 'The Bungalow',  
Winterbourne Kingston, Near Bere  
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**BRISTOL**

Ron Carter, 'Lynton', Westwood Road,  
Ebley, Stroud, Glos.  
Tel: Stonehouse 2707

**CAMBRIDGESHIRE**

Hugh Mason, 3 The Green,  
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**CHESHIRE**

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Pete Deeley, Pine Rigg, Loughrigg,  
Ambleside, Cumbria. Tel: Ambleside 3050

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Ian Dunsire, 1 Lodge Drive, Harley,  
Rotherham, S. Yorks. Tel: Barnsley 742475

**EAST MIDLANDS**

Graham Chinnery,  
28 The Woodcroft, Diseworth,  
Derbys. Tel. Derby 810059.

**EAST YORKSHIRE**

Howard Wadsworth,  
7 Hammond Road, Knottingley,  
WF11 0HL.

**ESSEX**

Dave Andrews, 123 Burrow Road,  
Chigwell, Essex.

**EXMOOR**

Roy Scrafton,  
11 Lansdowne Road  
Taunton. Tel: 54386

**FYLDÉ COAST**

Russell Clark  
29 Douglas Avenue,  
Blackpool. Tel. Blackpool 33060

**GLOUCESTERSHIRE**

Neville King, 19 Cleeve View Road,  
Cheltenham, Glos.

**HERTFORDSHIRE**

Paul Richardson, 16 Bronte Crescent,  
Hemel Hempstead, Herts  
Tel: Hemel Hempstead 41136

**LANCASHIRE**

Keith Westley, 6 Briars Lane, Lathom,  
Ormskirk, Lancs.

**LODDON VALE**

John Holloway, 25 Pheasant Close,  
Winnersh, Reading, 785995.

**LOCAL GROUP MEETINGS****Pie and Pint Night Venue**

1st Tuesday – Dorset Soldier,  
Corfe Mullen

2nd Mondays  
Stanshawes Court Hotel,  
Sundridge Park Road, Yate.

**1st Monday of the month – The Falcon  
Mill Road, Buckden, Huntingdonshire**

1st Thursday – The Robin Hood,  
Buxton Road, High Lane, Hazel Grove, Stockport.

**Golden Lion, Kendal**

2nd & 4th Tuesdays –  
The Victoria Hotel, 248 Neepsend Lane, Sheffield.

**2nd Wednesday – Three Horseshoes  
Hemington, Leicestershire  
(near Castle Donnington)**

**2nd & 4th Wednesdays  
Kellingley Social Centre,  
Knottingley.**

Last Tuesday – Warley Sports Centre,  
Holdnes Wood, Warley Gap, Brentwood, Essex.

Last Monday of each month,  
'The Stagecoach P.H., Castle Bow,  
Taunton (Centre).

Every Tuesday except 1st  
Lions Sports Club  
Lytham St Annes.

1st Monday – Raglan Arms, Conduit Street,  
Gloucester.

1st Wednesday, The Valiant Trooper,  
Aldbury, Near Tring.

1st Tuesday – The Hind's Head, Charnock  
Richard, Chorley, Lancs.

2nd Thursday – The Lamb, Theale,  
near Reading, Berks.

**NORTH MIDLANDS**

Bruce Roberts, Sonwell House,  
Fountain Square, Youlegreave, Nr. Bakewell

3rd Tuesday – Jervis Arms, Onecote.  
Near Leek, Staffs.

**NORTHUMBERLAND**

David Young, 9 Edwards Road,  
Whitley Bay, Northumberland

3rd Tuesday – The Robin Hood,  
Military Road (B6318) West of Whittle Dean Reservoirs

**NORTH WALES**

Stan Whitaker, 15 Wedgewood  
Heights, Holywell, Clywd.

1st Wednesday – The Fox & Grapes,  
Hawarden, Clyd, (near Queensferry and Mold).

**NORTH WEST LONDON**

Roger Newark, 76 Hale Grove Gardens,  
Mill Hill, London, NW7. 01-959 2386

1st Wednesday. The Valiant Trooper,  
Aldbury, Nr Tring.

**NORTH YORKSHIRE**

T. Thornell, 38 Woodlands Grove,  
Harrogate 888191.

2nd & 4th Tuesday – Prince of Wales,  
Starbeck, Harrogate.

**SHROPSHIRE**

VACANT

Last Wednesday of month, (except December)  
Bell Inn, Cross Houses.

**SOUTH EAST**

Steve Neville, 115 Ifield Way,  
Gravesend. 57061.

2nd Tuesday – The White Swan, Crayford.

**SOUTHERN**

Peter Wildsmith, 5 Meynell Close,  
Eastleigh, Hants SO5 4DZ

3rd Tuesday – The Woodman Inn, Lower Upham,  
on A333 near Bishops Waltham.

**SUSSEX**

John Penfold, 'Marriners',  
Nyton Road, Aldingbourne,  
Chichester. Tel: Eastergate 3036

Contact John (every other month  
i.e. Feb, April, etc.  
**Hassocks Hotel, Hassocks, Mid-Sussex**

**TEESIDE**

John Bloomfield, 31 Thames Avenue,  
Thornaby, Cleveland.

1st Wednesday – The Station Hotel,  
Kirby, near Stokesley.

**THAMES VALLEY**

Terry Jolley, 49 Herondale,  
Addlestone, Surrey.

3rd Monday – District Arms,  
Woodthorpe Road, Ashford, Middx.

**WEST ANGLIA**

David Knight, 89 Blackfriars, Rushden,  
Northamptonshire. Tel: Rushden 313816.

**1st & 3rd Thursday – Scott Bader Club House (opp.  
Parish Church), Woolaston, near Wellingborough.**

**WEST MIDLANDS**

Albert Billington, 171 Valley Road,  
Solihull, W. Midlands B92 9AY.  
021-743 5801

1st and 3rd Wednesdays – King George V Memorial Hall,  
Stratford Road, Hockley Heath, Solihull,  
W. Midlands.

**WEST YORKSHIRE**

W John Netherwood, The Barn, Fulstone  
New Mill, Huddersfield.  
Tel: Holmfirth 5492.

1st and 3rd Mondays – Frizinghall Conservative Club,  
Off Manningham Lane, Bradford.

**WEST WILTSHIRE**

Bill Riley, 141 Bath Road,  
Braford on Avon. Tel: 3811.

First Tuesday in month,  
The Old Bear, Staverton, Near Trowbridge, Wilts.

**WYVERN**

John Stokes, 3 Jay Road,  
Kingswinford

Every Thursday 8.20 pm, Hill & Cakemore  
Ex-Serviceman's Club,  
Victoria Road, Blackheath, W. Midlands.