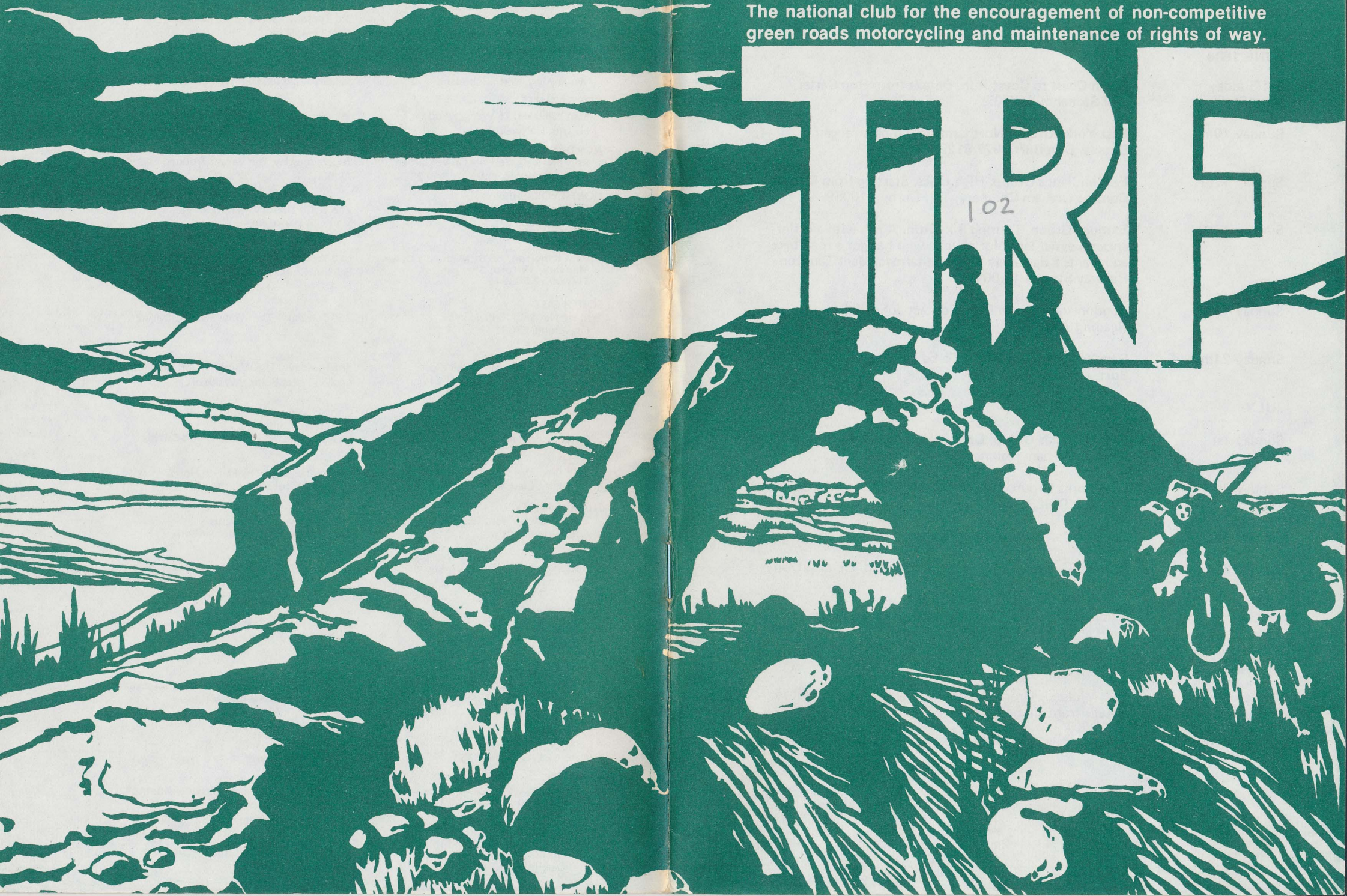


The national club for the encouragement of non-competitive green roads motorcycling and maintenance of rights of way.

TRE

102



TRAIL RIDERS FELLOWSHIP

BULLETIN No. 102
June/July 1984

DATES FOR YOUR DIARY

JUNE 1984

- Sat/Sunday 9th/10th Welsh Coast to Coast Run. Details from Ron Carter, Tel: Stonehouse 2707.
- Sunday 10th East Yorks Group. Northumbria. To be arranged. Details: Don Burt 0977 612258.
- 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 difference 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.
- Sunday 17th Loddon Vale Group Run. Contact John Holloway Reading 785995
- Sunday 24th East Yorks Group. Wales. To be arranged. Contact Don Burt.

JULY

- Sunday 1st East Midlands Group. Dark Peak. Starting from Bakewell Details: Graham Chinnery
- Sunday 8th East Yorks Group. Dales. 9.30 am. Starting from Settle. Contact: Don Burt
- Sunday 15th Loddon Vale Group Run. Contact: John Holloway
- Sunday 22nd East Yorks Group. Wales. To be arranged. Details: Don Burt.
- Sat/Sunday 13th/15th Exmoor Group. Welsh camping weekend. Details: Joe Tandy, Tel: Taunton 79439

AUGUST

- Sunday 12th East Midlands Group. Dukeries. Starting from Ollerton. Details from Graham Chinnery.
- Sunday 19th Loddon Vale Group Run. Contact John Holloway

Editor & Distribution
Rosemary Swindells
87 Whiteways Road
Sheffield S4 8EW
Tel: (0742) 389237

National Secretary
John Higgin
11 Askew Drive
Spencers Wood
Reading RG7 1HG, Berks
Tel: (0734) 882781

Membership Secretary
Ian Thompson
17 St Michael's Road
Burnham-on-Sea, Somerset
Tel: 786263

Well, I'm hoping that at least 99% of you received your last (101) bulletin. We now have our own computer with all the membership details on and facility to print our own address labels. So if you know someone who is a member and didn't get their last bulletin then please get them to contact Ian Thompson to make sure the records are up-to-date and contact me and I'll send them a bulletin. Also, if your name and/or address appear wrong on the address label, please let Ian have the correct information. I'd like to thank Keith Waddon who, until recently had the onerous task of keeping the TRF membership records up-to-date.

It's always good to be able to pass on good news — especially if it concerns money! Thanks to the efforts of Gwyn Thomas (Bristol Group) who cleared Dark Lane, Priddy, Somerset, Somerset County Council have donated £50 to the TRF funds.

However, on a more serious note, by the time you read this it may already be too late to save the Ridgeway. Even after favourable Countryside Commission Reports, it is now proposed to slap a TRO on this ancient highway. Much publicity was given in all three weekly motorcycle papers about the proposal, but any comments, user evidence, etc. had to be submitted by 26th April. John Higgin attended a Ridgeway meeting on 6th April (see report under 'Rights of Way News'). It does rather make you wonder whether all the voluntary restraint is worthwhile, doesn't it?

Ed Wilkinson has suggested a column of 'hints and tips' for trailing. Good idea; if any of you have any useful ideas, send them in.

Finally, thanks to all of you who have sent in articles, reports, etc. keep 'em coming in!

* * * * *

PATHFINDER COURSES

Day courses in map reading with Park Rangers and Wardens. Useful for budding run leaders. These free one-day courses in map reading and route finding are for those who wish to discover the Lake District for themselves.

Visitors who join the course will be shown how to choose a good map, identify rights of way, decide on routes and learn how to plan excursions. Demonstrations and discussions will occupy the morning, and after lunch short walks will be arranged and there will be opportunities for everyone to learn and practice map-reading skills.

Please bring boots and outdoor clothing for easy walking. Maps are available on loan.

Courses will be held at:
Brockhole National Park Centre, Windermere at 10.20 am (normal admission charge) on Wednesdays from 25th July to 5th September.

Pooley Bridge Information Caravan at 10.30 am on 7th and 21st August and 4th September.

Glenridding Information Caravan at 10.30 am on 31st July, 14th and 28th August.

David Howe, 3 Greenfoot, Carlisle

The TRF Computer

The TRF has bought its own microcomputer this year at a cost of nearly £1000. This was not a hasty decision. The matter was debated for nearly a year, at a series of Executive Committee meetings and at the AGM last autumn. The purchase of the computer was the solution to a problem. It may yet prove to have other benefits (I am sure it will) but let me outline the problem it was intended to solve.

Issuing the TRF Bulletin to all members becomes an increasing administrative problem as membership numbers increase. The previous arrangement which I became part of in 1982 had become almost unworkable, largely because the people involved had changed jobs inside and outside the TRF and in one case had moved house. The chain of communication had become long and time consuming, a series of five letters one after the other being needed before a new member could receive his first magazine!

1. New members and renewals went to the Membership Secretary in Somerset. He kept *three* separate files of names, addresses and 'phone numbers. He sent a membership card to the member.
2. The Membership Secretary posted the membership form to the Treasurer in Derbyshire. The Treasurer banked the cheque.
3. The Treasurer posted the membership form to Leicestershire. Here yet another membership file was kept on Keith Waddon's computer at work. This computer produced the address labels for the TRF Bulletin.
4. Keith posted the most up to date batch of addresses to the Editor in Berkshire.
5. The Editor posted the Bulletin to members.

Bulletin 100 was the last issue to use the system I have just outlined. The computer printed 350 labels when we had 850 members. The inertia caused by the long chain of communication had reached unacceptable proportions. Those of you who did not receive Bulletin 100 no doubt agree!

This issue of the Bulletin reached you by the new system. The structure of this is much simpler:

New members and renewals go to the Membership Secretary.

He sends the cheques on to the Treasurer for banking.

The membership secretary types membership details in the TRF's own micro-computer.

Address labels are sent direct from the Membership Secretary to the Editor when required. This means address labels are (should be) *accurate* and *up-to-date*.


In addition, lists of local members should be readily available to members direct from the computer. Unfortunately, since the computer was not purchased until half way through this year's membership, this service is rather cumbersome and takes a long time to run off. (No, I am not prepared to re-enter all of this year's 900+ names, addresses, 'phone numbers, etc. in a neater format.) It took three weeks of non-stop typing to enter half that number when the computer first arrived. Next year, when I start the 1985 list, the system will be better.

The Bulletin is the lifeline of the TRF. It is the **ONE** thing **ALL** members get out of membership. The TRF computer is intended to provide a reliable system to get your Bulletin to you.

If your Bulletin fails to arrive or you spot a mistake in your address PLEASE let me know. In typing all those 900+ addresses into the computer I must have made a fair few mistakes.

Finally, I would like to express my personal thanks to Keith Waddon who tried his best to give the TRF good service under increasingly difficult circumstances.

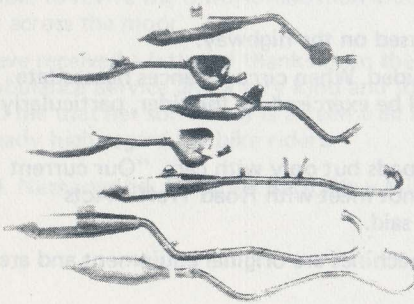
Ian Thompson, Membership Secretary.



POWER-PLUS SILENCERS

NEW MILTON, HAMPSHIRE, 0425 616446

POWER PLUS SILENCERS



SILENCER SYSTEMS
Honda XL 125K, XL 125/185S, XL 250S.
Suzuki SP 370-400

COMPLETE SYSTEMS
Yamaha XT 250, XT500
Honda TL SUZUKI DR 400
Total Price inc. P&P £40.85
Total Price inc. P&P £46.00

SM TENSIONERS
Roller Type
Honda XL 125/185S, XL 125R, XL 250S, XL 500S.
Suzuki SP 370/400
Total Price inc. P&P £7.50
Bultaco, Cota, Fantic, TY 175
Total Price inc. P&P £6.30

ALLOY BAR BRACES
£3.50 + 75p P&P

PADS **BELT BUM BAGS**
£4.00 + 50p P&P £4.60 + £1.00 P&P

PRESS RELEASE FROM THE MOTORCYCLE ASSOCIATION

Tyres Marked "Not for Highway Use"

Confusion exists in the motorcycling world over tyres marked "Not for Highway Use" or "NHS", ("Not for Highway Service"). Different interpretations are placed upon these markings and the MCA has conducted an in-depth study of the issues involved.

Three factors emerge from the research. First, the law prohibits the use of a vehicle if "the tyre is unsuitable having regard to the use to which the motor vehicle or trailer is being put". Second, only the courts can decide whether or not the marking is applicable in connection with this prohibition. And third, tyre manufacturers use NHS markings for different purposes, reflecting the internal construction, compounds used and the tread pattern.

Manufacturers vary in the advice they give to riders using NHS tyres on roads. The following companies say NHS markings on their tyres means they are not recommended for use on UK roads:

Avon Tyres Limited
CPK Auto Products Limited (Pirelli Tyres)
Continental Tyre and Rubber Co. Ltd.
Dunlop Limited
Michelin Tyre Co. Ltd.

The following companies say their tyres marked "not for highway use" may only be used on UK roads under certain conditions:

Metzeler: provided that the speed limit is not exceeded.
Trelleborg: as long as the rider goes no faster than 56mph.
Chen Shin (K. Cobbing): but not to be used if of a moto-cross type.
Bridgestone and Inoue Rubber: if approved by the motorcycle manufacturer as original equipment.

The largest motorcycle manufacturers issue recommendations in regard to Bridgestone and Inoue Rubber tyres being used on their machines:

Kawasaki say the tyres should not be used on the highway.
Yamaha say on-road use should be avoided. When circumstances necessitate on-road use, extreme caution should be exercised by the rider, particularly in adverse weather conditions.
Honda say NHS tyres can be used on roads but only with care. "Our current machines fitted with these tyres do not meet with Road Traffic Acts' requirements", a Honda spokesman said.
Suzuki say NHS tyres fitted on their machines are original equipment and are suitable for highway use.

Dear Editor,

What connection has the unions to do with trail riding? In Brian Thompson's Rights of Way News, the piece about ploughing, there is a slurring reference to the unions. I suggest B.T. keeps his tactless thoughts to himself, for it has no place in a magazine for trail riders, especially as a good proportion of our members are probably union members.

P. Wildsmith

I wouldn't like to comment on union membership, but as you say union politics has nothing to do with trail riding and has no place in a magazine for trail riders. However, in a democratic magazine everyone should be allowed to air their views, life would be so boring if editors cut out *all* the juicy bits. — Editor.

* * * * *

Dear Sirs,

The recent horrific and cowardly action on the part of the renegade motorcyclist who brought shame to us all by his actions on the Ridgeway will no doubt be cited against us for years to come.

It is unfortunate that in recording the other side of the coin I have to instance the private grief and gratitude of a lady whose husband died of a heart attack whilst walking on the moors near Danby Dale on the North Yorkshire Moors.

A Party of riders of which I was one were riding in the Danby Dale area on 27th February when we came upon an ambulance seeking to find the nearest road to an accident which had been reported by two members of a small party of walkers, one of whose number had collapsed. We then took the ambulance crew and the two walkers on the back of machines across the open moor whilst two other bikes with second riders on the back carried the stretcher and oxygen equipment.

It is very sad to have to report that our help arrived too late and the crew were unable to revive the unfortunate man. Subsequently we carried the loaded stretcher out across the moor.

I have received a letter of thanks from the Chief Officer of the Cleveland Ambulance Service and a very kind and touching letter from the man's wife who told me that her son-in-law is a keen trail rider and that our help had increased her already high regard for bike riders.

W.J. Netherwood, Fulstone Barn, New Mill, Huddersfield.

SCARBOROUGH TO MORECAMBE COAST TO COAST RUN 12/13 May 1984 IN MEMORY OF JOHN EBRELL

Riders started to congregate from 8.30 a.m. in Scarborough Coach Park on the Saturday. The weather was dry and sunny. There was a wide variety of bikes but Hondas dominated the event, perhaps they should have been asked to sponsor the ride!

One of the first to arrive was the Derbyshire Group who rolled up in a Land Rover driven by Rosie Swindells followed by a large truck containing their bikes and riding gear. At first this looked interesting – how were they to get the bikes out of the truck from such a height? Were they going to rev up and jump? Nothing so daring. They rolled the bikes onto the hydraulic tail gate and lowered them down. Good thinking lads.

Riders were sorted into their allocated groups and check cards signed. At this stage groups were larger than planned as, due to social circumstances, three of the group leaders were unable to attend. The three other leaders Don Burt, Roland Hill and Simon Alport of the East Yorkshire Group were not deterred by this and coped marvellously with the situation.

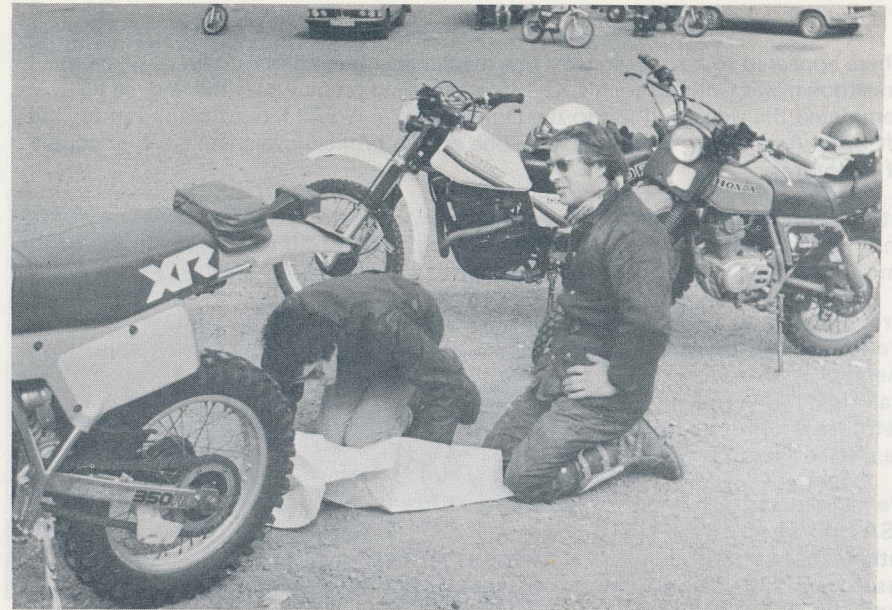
All was well until the final group was about to set off, then Roland Heslop realised that he had a puncture in the rear wheel of his TS250 Suzuki, but as someone pointed out, it was only flat at the bottom! If there had been a prize for the least mileage covered on the Run then Roland would have won it as he retired in Scarborough Car Park with zero miles recorded. Bad luck, Roland. The rest of the riders set off on their ride.

Charles King and his fellow members of the West Yorkshire group were waiting patiently, or perhaps impatiently at the take-over point near the A1 east of Ripon. All the groups were late at the take-over point. Once they arrived, the reverted back to their original groups as there were enough leaders at this stage.

There had been several mishaps during the morning which had made the riders late. As I travelled along the road I spotted a rare sight. What was Paul Blezard's XL500 doing perched on top of an empty beer crate in front of a pub? Had he been drowning his sorrows in beer all morning, was the ride that bad? For Paul, yes, it was, as he was busy repairing a front wheel puncture for the second time that morning. Several other riders had suffered punctures that day as well. Had the Ramblers been out scattering nails or was it the wild rugged countryside of Yorkshire fighting back?

The first day finish was at Hawes Car Park where the groups started to arrive from 7.00 p.m. onwards. The only group missing was Don Burt's group. Had Don gone straight through to Morecambe, I wondered, as Pauline Burt, Angie and I sat watching the sun set and the moon appear. Close to 9.00 p.m. Don and his group calmly rode in having enjoyed a 'full day's trail riding'. According to Pauline, Don does get carried away when he's trail riding. The only injury of the day was Paul Crossland, who tore the cartilage in his knee.

Sunday, and the sun still shining and warmer still than the day before, riders set off from Hawes with Keith Westley and his Lancashire group leading them. The after-effects of the last night's refreshments appeared to have worn off and the riders could focus clearly on the beautiful countryside which lay before them.



Leaders praying for guidance!



E.J. Woodward on his 500 Triumph Metisse

There appeared to have been very few mechanical breakdowns. The only major breakdown was Colin French's XL185 which died on him near the end, so he completed the ride as pillion to Ian Dunsire. Colin would like to thank Ian for the lift back. Apart from this there were one or two broken levers and another couple of punctures.

At this point I must remark that every bike which entered the event was quiet and well maintained and every rider acted responsibly. All this helped in the smooth-running of the event. Thanks chaps!

Groups began to arrive at Hest Bank, Morecambe from 4.00 p.m. onwards, the last group finished at 5.00 p.m. Tired but happy, everyone seeming to have enjoyed themselves, the riders exchanged stories of their great exploits of the weekend's trail riding. Dennis King could not explain the appearance of a large dent in the petrol tank of his XL250, but his voice was still the same pitch as it had been when he started the run!

We had reports that Dennis Matthewman managed extremely well on a borrowed BSA B40 which he rode in place of the XL250 which he had expected to ride. This rather amazed some people as they looked at the army-green BSA with its limited suspension travel standing in the car park. However, Dennis did not have any problems. E.J. Woodward riding a Triumph 500 in a Rickman frame also appeared to have a trouble free run.

The total mileage for the two day run was approximately 240 miles, depending on which group the riders were in and the route taken. As many lanes as possible were used on the run to avoid congestion and over-use of lanes.

A beautiful trophy in memory of John Ebrell (a founder member of the TRF) who died a number of years ago, was donated and presented by Maurice Arden to John's widow, Eileen, on behalf of the TRF. This was a small token of remembrance for all that John had done for the TRF in its earlier days.

There were very few problems considering the number of riders involved in the event. One of the main contributions to the smooth running of the run was the excellent leadership of Don Burt, Roland Hill, Simon Alport, Charles King, Gordon Thackery, Keith Westly and all the other leaders who took part and without whose help the event would have got no further than Scarborough Car Park. On behalf of myself and all the riders, I would like to thank all of the leaders for their hard work in organising the routes, take-over points and start and finish areas in order to make this a successful and enjoyable event. Thanks also to Maurice Arden for contributing the trophy. Maurice went to quite a lot of trouble to get this lovely trophy made.

Finally, thanks to the riders who took part, and without whose co-operation things would not have turned out so well. You are a great bunch of lads and it was super to meet you all!

Certificates will be awarded to all those who completed the two day course. This event was a great opportunity to bring TRF members together from all parts of the country and to make new friends.

P.S. Hope Hugh Mason and Michael Dawson found their car keys and got home to Cambridge OK, or are they still lodging at Scarborough?



Sunday — near Hawes



Presentation of the Memorial Trophy to Mrs Eileen Ebrell by Maurice Arden

The following riders completed the two-day run:

John Hutchinson	Jeffery Krzok	Maurice Arden
T.E. Chapman	Eric Haworth	Mick Dawson
Hugh Mason	Dennis Matthewman	T.A. Yates
Andy Downes	P. Dawson	J. Pugh
Martin Winchurch	R. Jones	Paul Blezard
Rod Pearce	Stuart Rusling	E.J. Woodward
Brian Read	Donald Stebbeds	John Layhe
Owen George	Christopher Bedwell	Robert Sadler
Clyve Mellors	K. Bethell	Ken Leary
D. King	John Burn	Paul Carr
Roger Higgins	Alan Hogsden	Vince Bottomley
Richard Attwater	Colin French	Ian Dunsire
Dave Swindells	Pete Stafanski	Paul Crossland
David Bonsall	Kevin Thackeray	Robert Baybutt

Ken Canham (Organiser), Overdale, Woodside Villas, Hexham, Northumberland.



Ken and Angie Canham, the organisers (Roger Higgins looks on)

And Thereby Hangs a Tale: A Simple Story of Country Folk

There are relatively few RUPPS (soon to be reclassified as Byeways under the Wildlife and Countryside Act 1981) on Mendip. Christine and I live in the village of Priddy, where Eastwater Lane is best known and, until October 1983, the only RUPP in the vicinity.

While studying all the maps in my possession, I discovered a short lane marked as an RUPP in Priddy which joined Nine Barrows Lane with the part of the village, known as Townsend.

Putting on my walking gear, (yes, I enjoy hillwalking too, but I'm not a member of the RA) I managed to locate the very overgrown approach by Priddy Pool at the Nine Barrows Lane and soon the potential of this little lane became apparent. Although the entrance was completely obscured, the going on foot soon became easier and the lane was attractively bounded by stone walls and a ditch on the north-east side.

Many saplings and fallen trees made even walking difficult, so it would have been impossible on a trail bike. Arriving at the far end, at Townsend, behind a cottage where the lane had obviously been used as a village tip for many years, I decided I would clear 'Dark Lane', as the local publican said it was called.

First, I called at County Hall and checked its status with the ROW Officer, an attractive and helpful woman, Mrs Rowena Smith. She gave me the reference number, W.S. 8/10A and confirmed it was an RUPP. She said that County Hall would be happy to grant the TRF up to £50 if I cleared it but she recommended I notify the Landowner(s) before starting.

The tenant farmer was rather less than enthusiastic and was not at all well disposed to motorcyclists. That was why he had allowed the 'drive' to get overgrown to prevent motorcycle use. Also he would have to repair gates, hedges and walls, etc. The word 'scrambling' came into the discussion but he was not opposed to walkers. The fact that the lane had been overgrown and filled with rubbish for 20 to 30 years thus preventing *all* users access to the amenity had not occurred to him.

Out of courtesy, I called on the owner of Panes Green Cottage at the end of Dark Lane and explained to him what I proposed to do and that I was acting as agent for Somerset County Council and that I belonged to a responsible organisation called the Trail Riders' Fellowship and also the Byeways and Bridleways Trust. The aim of both organisations was the protection of Rights of Way and the protection of Green Lanes. He wasn't too keen either. I was beginning to feel like a social pariah but I'd made up my mind. Anyway, it was a noble and honourable travail I was about to undertake for country lovers everywhere. I had 'rediscovered' a love lost village asset. I almost felt saintly.

The last week in October Christine and I were on holiday, so armed with wheelbarrow, chain-saw, slasher, axe, bill-hook and bow-saw, I started work.

A friend with a Range Rover offered assistance with his power winch and we were happily at work at the top (i.e. Townsend) end, when we were approached by a very superior couple, out walking their dogs and two children. "Rather a shame to destroy those brambles", was the lady's opening gambit which we tried to ignore without success. Then husband asked if it were true I was clearing Dark Lane for the ACU so that scrambling (that word again) could take place. And was I aware of the rare ferns, fauna, flora, birds, conservation, habitat, wildlife, peace and quiet, damage to crops, walls, air, noise, pollution, etc. etc.?

I replied that I belonged to the TRF, BBT, etc. but without being able to allay his fears. They still hadn't introduced themselves, and I didn't know them from Adam. Eventually, husband introduced himself as a local Parish Councillor. He also happened to live in Nine Barrows Lane nearby. I thanked him, in as courteous tone as I could muster, for his 'views and interest' and after a while he went away.

To cut a long story short, I later received a couple of soothing telephone calls and a request for an informal meeting at my home with him and two other members of the Parish Council, including the Chairman (and very local farmer, plus adjoining landowners).

Christine beat a diplomatic retreat when the delegation arrived at Primrose Cottage and for two or more hours, the issues of Dark Lane, trail riding, conservation, etc. were debated. We were called trail-blaizers incidentally. I was requested to desist in my clearance work until the Parish Council had had time to debate it. This I declined to do. After all, I only had half-term week to get the job finished and I suspected (quite accurately) delaying tactics. My adversary turned out to be a solicitor in addition to being a Parish Councillor. He had lived in the village a full five years

I opened up the lane over a five day period, working alone. The cleared wood came in handy for the village green bonfire on Guy Fawkes night. One day, I think it was day three, two horseriders came along the lane, asking if it was open yet. They got through alright but omitted to thank me for my sweated labour. That's life I suppose. I hadn't even ridden the lane myself yet.

There was excitement on day five. While working at Nine Barrows Lane end, I heard the hunting horn of the Mendip Farmers Hunt and five minutes later, a fox jumped the ditch less than four feet from me and ran up 'my' lane at 7000 rpm.

Immediately, I dived for cover as 40 mounted cavalry of the Hunt chased up Dark Lane after the fox. I still hadn't ridden the lane myself, nor was it finished. However, several said thank you and one even said I'd done a fine job. Someone appreciated me after all.

Then the Parish Council called a Special Open Council Meeting to which all interested parties were invited. Sensing that the meeting would be heavily biased against motorcyclists, I approached National Membership Secretary, Ian Thompson for social support and he quickly agreed to attend.

The village school was the venue and I could hear impatient voices outside waiting for the 8.00 pm start. Was I to be hanged, drawn and quartered on Priddy Green at dawn? Thirty or so villagers attended the meeting to discuss Dark Lane. It was the best attended meeting since the Monmouth Rebellion!

The outcome was a foregone conclusion. The anti-motorcyclist lobby that had been rounded up by my Councillor/Solicitor friend of five years village status won the day. The formal vote was 26 in favour of the Council applying to County Hall for a reclassification to Bridleway or Footpath status. No TRF riders wanted in Priddy! Apart from Ian and myself, only the publican from the 'Hunter's Lodge' and Tom Elkins, Warden for Mendip voted against the motion.

The meeting even hit 'Wells Journal'. The headline on page two ran, 'County's Green Light Makes Priddy See Red'. I had my 'defence letter' to the editor published the following week. Things were hotting up.

Perhaps the BBT ought to be informed, I thought, so I sent details to Mrs Louise Braham, Trustee. Dave Giles thought it a good idea too and I had a very nice letter back, saying that the BBT would be asking the National Association for Parish

Councils to take up Priddy Council's negative attitude on ROW matters. I shall look forward to the outcome with interest, in the meantime, anyone want to buy a KLX250 and XR200? Going cheap. The owners are going into exile having been 'burnt from the hill' like the old lead miners.

Gwyn Thomas, Bristol TRF Group

P.S. Dark Lane is 400 metres long, at the most.

RIGHTS OF WAY NEWS – Brian Thompson

YORKSHIRE DALES SUCCESS

North Yorkshire County Council have withdrawn their court closure application on the old green lane from Raisgill to Halton Ghyll following our strong protests. This is good news to lighten the gloomy Ridgeway story, and thanks for support from Alan Kind, Gordon Thackray and Peter Harrison. We really can succeed sometimes.

ROUND BRITAIN RIDE

Another epic trail ride this time right round the coast of Britain is planned by Mike Hotchkiss of Rugby. The purpose of the 2000 mile ride is to raise money for charity and Mike has already been offered an enduro machine on loan from a well known maker. The ride around Britain is nothing new. It was tried in 1952 on an Ariel 650 outfit for a Maudes trophy attempt with John McNulty as ACU observer sat in a very uncomfortable sidecar. But that was using normal roads. (John, 82 years old, recently passed away and he will be missed on the ACU/BMF Country-side Committee.)

Mike Hotchkiss wants to ride around Britain using as many green lanes as possible and has asked for help. Apart from a few in Wales and Lancashire I am unable to assist, so I am appealing for anyone who can help to write to Mike Hotchkiss at 30 Bath Street, Rugby, Warks.

I suspect that a round Britain green lane trip is simply not possible following the coast. Most green lanes existed before 1835 and they were built for a purpose as pack horse routes, local trade, salt ways and drove roads, but few old roads went by the coast. Exploring green lanes today is a journey back in time, and the rider will be rewarded with many reminders of the past like the abandoned Inn on Dead Man's Hill between Scar House Reservoir and Horsehouses in Coverdale in the Yorkshire Dales.

WEST PENNINE MOORS RECREATION PARK

The RA called trail riders 'lunatics and aliens' at a Public Inquiry for the new Country Park near Chorley on the Lancashire Pennines. The RA object to setting up a network of trails within the park. Mr Alan Howard of the RA Executive claimed we caused erosion, pollution and covered ramblers with mud in winter and dust in summer! But the TRF led by Keith Westley from Ormskirk put up a good defence and said the TRF was concerned at the constant attempts by the RA to associate motorcyclists with unlawful and anti-social behaviour entirely irrelevant to the Inquiry. The ACU and AMCA were also present in support of trials land. Results later.

NEW TRAIL PARK

The new park at Swindon, Wiltshire mentioned in January, got me into hot water. The *correct* 'phone number is Swindon 694263 and the address is 1 Cricklade Street.

THE RIDGEWAY ACCIDENT

I make no apologies for again featuring the endless saga of the Ridgeway now a symbol of the struggle between the trail riders and anti-motorcycling groups. The rider in question, Mike Clark has a summons to appear before Wantage Magistrates on 9th May to answer several charges, one of which is careless driving. I have spoken to Mike at some length and TRF Secretary, John Higgin, has also met Mike about the accident. Mike is not at all the hooligan on two wheels that was widely accepted. He is a professional civil engineer and photographer and the story he told to John and myself is this.

On 13th November last Mike says he was riding his Kawasaki 175 near Sparsholt ahead of four following riders. He was met by four rambles, two men and two women. As Mike steered his bike to avoid the group one of the male rambles moved to block Mike's path in a deliberate attempt to obstruct. The inevitable crash was unavoidable and both fell to the ground. Mike said to the rambler, "What did you do that for?" to which he made no reply. "Are you OK?" asked Mike. The rambler, who by now was on his feet nodded in the affirmative. Mike, satisfied that the rambler was not injured rode off. In order to defend the charge of careless driving it is vital that one of the four riders comes forward and confirms Mike's story in court.

THE BERKSHIRE RIDGEWAY MEETING 6th APRIL

The Countryside Commission called a meeting of representatives of motorised user groups the day after the Commission had sat to consider their reactions to its decision. The meeting was held in London on Friday, 6th April and it was announced that they would be asking the County Councils that were Highway Authorities for the Ridgeway to promote a Traffic Regulation Order to stop all but emergency and farm vehicles using the Ridgeway on Sundays and Bank Holidays from May to October (inclusive).

They would ask Oxfordshire County Council to carry out Wardening duties and to administer the Wardens in peak season. They would ask the Police to take a firmer line in dealing with offenders and illegal users.

After some questions from the TRF Chairman and others it was found that it had not been completely thought out and there was no policy as far as routes crossing the Ridgeway. The time limit could possibly be open to negotiation. No parking facilities had been thought about for visiting walkers to park their cars apart from the narrow roads in the area. The Minister could consider a Public Inquiry if sufficient objections are received. The year round Restriction Order that is 'laying on the table' to see if the voluntary restraint period works will in all probability be withdrawn.

In the following Press Release the Countryside Commission said that it would seek the support of motorised user groups in encouraging considerate use at times outside the scope of the TRO.

They admitted that all problems of surface damage were caused by agricultural vehicles but said that they had decided that motorised users and others must live

together on the Ridgeway. They could not give specific instances of conflict but said that it tended to be one of mental conflict where a rambler was confronted with a vehicle when he was not expecting it, rather than actual physical meeting.

It was said that the measure would deprive elderly and handicapped people access to the Ridgeway for recreational purposes and it would be difficult to expect voluntary co-operation in future if such successful co-operation as had been given was treated in such a cavalier fashion. There is no known representative of a motorised user group on the Countryside Commission and it is not within the brief of the Countryside Commission to consider any users other than those on foot, horse or cycle.

I would consider that the Countryside Commission have decided to tear up the voluntary agreement that they had with motorised user groups and that there is now no period of voluntary restraint. However, just to be absolutely sure that there is no misunderstanding I would ask that members observe voluntary restraint until the County Councils are asked officially to promote the TRO and at all times members show courtesy and consideration for other users and observe the agreed code at all times.

Members may take any action that they think fit, but we have no official policy until the matter is discussed at the next committee meeting, which will be held too late to get a report in this Bulletin. However, before the Order can proceed the Countryside Commission must convince the County Councils of Wiltshire, Oxfordshire and Berkshire to promote the Order. We rely on all members living in these counties to persuade their relevant councillors by means of letters, telephone calls and face to face meetings that to proceed with this measure would not only be against the interests of the country lovers but would cost the ratepayers a great deal of money, both in making the order legal and in trying to implement the impossible, both with road signs and police, at every junction with both metalled and unmetalled roads.

There is a move to get all interested parties to act together and it is unlikely, at best, that any TRO will be effective during 1984, so that we hope to have a coherent policy and agreement on what we oppose and when, so do not use up all your facts in the first month as this will be a long fight, and we may not oppose the measure directly. There are many skilled committee members thinking out the strategy and it would be tragic to ruin a carefully thought out policy by any hasty action taken by any single member aggrieved by what has happened. All help in this matter will be gratefully received but please find out the most effective method before using your time and energy in what could turn out to be ineffective or counterproductive action.

John Higgin, National Secretary

Dear Rosemary,

May I refer to the article in the TRF Bulletin 101, April/May 1984, page 23, under the heading 'Lancashire'. This article could be misleading. This Group is run by a committee, headed by the Group's representative, that is Keith Westley.

My position within this committee is one of three persons who sits upon the Rights of Way Committee. The Group representative deals with matters concerning the area of the West Pennine Moors Plan (WPMP). Peter Halstead deals with Byway claims (W&C Act 1981) within the area of Pendle.

When negotiating with the County Council(s), we negotiate as a committee. I do not, and indeed I would not be allowed to negotiate 'deals' with the County Council(s) by myself.

May I turn on to another subject: The County of Greater Manchester. Much against public opinion, this County is *not* part of the County of Lancashire. This Group, as its name indicates, covers Lancashire, although we do cover a very small part of Greater Manchester.

Meetings with Greater Manchester County Council indicate that there are some 300 RUPPs within that County. Within this Group's area of Greater Manchester there are some 15 or so RUPPs, and these have been researched. This leaves some 285 RUPPs outside this Group's area, and furthermore, they are more likely to remain in this state. Bearing this in mind, it might well be a good idea if some TRF members *within* Greater Manchester got together and formed a group to protect their lanes.

John Gillett, Lancashire Group.

Thanks John for taking the trouble to write and put the record straight. Brian puts a tremendous amount of time and energy into rights of way work, but even he can't be everywhere, so it would help if some of you local Rights of Way Officers could provide some local Rights of Way news — Rosemary.

Have you heard the one about the postage stamps depicting British cattle?

Apparently the RA objected to these stamps as they showed one of the hazards their members have to cope with in the countryside! Maybe they'll try and get cows banned from fields!

CAGIVA ALETTA ROSSA TEST REPORT

Although the Italian company of Cagiva have been producing motorcycles for some years (albeit from other manufacturers' components), outside the world of competition, the name of Cagiva has meant very little. In motocross and enduro events the WMX125 based machines have proved very successful both here and abroad.

Since the Cagiva/Ducati takeover last year it would appear that the company have started a marketing drive towards more road orientated machines with several new trail/road models being produced — the 350 Ala Rossa, 125 'Low Rider' and, best to date in my opinion, the 125cc Aletta Rossa (WSXT125).

The Aletta Rossa is no sluggish learner 125 and sports almost the same engine specification as the WMX125. It is a 124cc water cooled unit with nikasil barrel and forged piston, reed valve, 6 speed gearbox, straight cut primary gears, multi-plate wet clutch and a primary kickstart. Carburation is through a 24mm Del Orto carb. The Aletta Rossa, however, is tuned to produce around 16 bhp as opposed to the motocrosser's 26 bhp. No one at 'Bike Torque' who supplied the test bike would tell me for certain whether the machine I had was the restricted 12 bhp version or the unrestricted (the main difference apparently is in the reed valve). At the first twist of the throttle I was left in no doubt that this was the unrestricted model.



The Cagiva 125 Aletta Rossa



For it's c.c. it is a physically large bike — the engine looks rather lost in the frame and I'm sure a 400 cc engine could easily fit. The seat height of 36" came as something of a surprise, but at only 262lbs it was light enough for me and my short legs to handle.

The choke lever was an awkward feature being on the right hand side of the carb and you had to be certain that the bike was warm enough to run without choke, as it was impossible to blip the throttle — unless you've got 3 arms!

On the road the Aletta Rossa felt more like a 250 cc machine. In common with most Italian bikes the handling was superb. Trail bikes do tend to skitter around on tarmac at speed (mine do), but I had no hesitation about taking this 125 on the motorway. It easily managed a steady 70 mph with none of the 'hinged frame' features of my own Japanese trail bike.

The brakes (Brembo stainless steel disc front/Grimeca drum rear) are a vast improvement over standard trail bike issue, if not rather too fierce for the weight of bike. It was virtually unnecessary to use the back brake on the road, and only a light touch of the front brake would bring you to an effective halt. In my opinion though, putting hydraulic brakes on a trail bike is asking for trouble, as the master cylinder is a vulnerable component and likely to get smashed falling off on a trail. It really depends on the percentage of road v. trail you're going to do as to whether you want to risk damage to your Brembo brakes. Brembo components, as any Italian owner will tell you are very expensive.

Although water cooled, the Aletta Rossa is not a particularly quiet bike; falling quieter than a competition machine but noisier than a standard silenced Japanese trail bike.

The electrics on the Aletta are 12 volt; a very welcome improvement over the 6 volt systems most trail bikes are hampered with. The lights were very bright and the indicators worked reliably — albeit with a very annoying and very loud bleeper. That's one wire I would certainly take pleasure in disconnecting. The instruments were rather garish, looking like something out of an aeroplane cockpit with warning lights to tell you just about everything. The white criss-cross background to the clocks seemed rather fussy and unnecessary and only added to the confusion; especially on the speedo where mph are not shown as prominently as km/h. The Italians never seem to bother to change instruments, etc. to suit foreign markets. This is also borne out by the headlight which had a right-hand dip beam.

All the switchgear, electrics and general finish of the bike were of a very high standard. Much plastic has been used so rust will not be too much of a problem — except that is, on the exhaust system, which really goes without saying on a trail bike. The small rear carrier fitted as standard is a neat feature and as well as being useful, helps to protect the back light, rubber mounted indicators are also a nice touch.

The monoshock rear suspension — rather unfortunately named 'Soft Damp' proved very good on road and trail and gave a very comfortable ride. The suspension unit is a very meaty looking component which is screw adjustable. However, there was no tool in the toolkit that would fit! The front suspension too was very good. No gimmicks here, just standard Marzocchi oil damped telescopic forks; but those fork legs looked as though they'd be just as much at home on a 900 cc machine. With this attention to the suspension on a 125 it was no wonder the Aletta Rossa handled so well.

On the trail the Aletta Rossa was superb, but unfortunately it's height soon made me have to hand the keys over to Dave, who was delighted. The KE and XL felt decided 'old hats' afterwards. On the trails that I did ride I was very impressed by the way this seemingly road orientated machine made good use of it's moto-cross ancestry and became every bit the green laner. Dave's criticism of the Aletta on the trail really sums up the whole bike — great machine, shame about the cc. It didn't have a great deal of low down power and at that vital moment on a steep climb or through thick mud, would probably let you down.

Cagiva have introduced a 200 cc version of the Aletta Rossa and I believe this may be imported later in the year. That machine, if the power output is not too peaky, would be a real winner.

The bike generally started well — first or second kick, but after repeated stopping and starting on the trail began to get a little finnick. However, once back on the road a quick 'blast' seemed to clear out the system. The Aletta was incredibly smooth for a 2-stroke and combined with a very slick gearbox, made for a very comfortable ride.

Pirelli tyres are fitted as standard but the bike I rode had T61 Michelins fitted; good dual purpose tyres I feel.

At £899 the Aletta Rossa offers good value for money and is competitively priced against the Japanese 125s. It is available in black, red or white.

Specification:

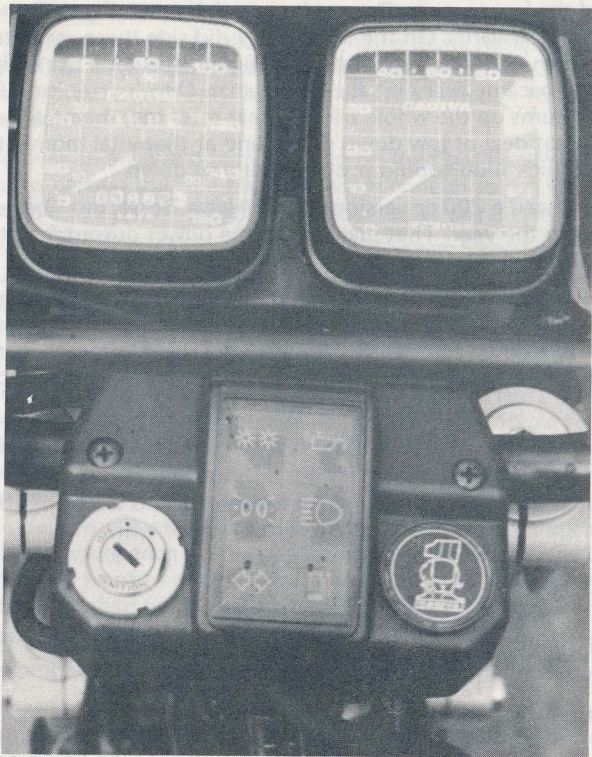
Engine	Single cylinder, reed valve, 2 stroke liquid cooled
Bore x stroke	56 x 50.6mm
cc	124.63
Compression ratio	14.8:1
Carburation	One PHBL 24BD Del Orto carb
Ignition	Electronic 'Motoplat'
Primary Drive	Straight cut gear
Final Drive	Regina chain
Gearbox	6 speed
Clutch	Multiplate, wet
Electrics	Motorplat 12V alternator
Battery	12V 5.5Ah
Headlight	40/45W

Dimensions

Seat height	36"
Wheelbase	56"
Overall width	32"
Dry weight	262 lbs
Ground clearance	9.5"
Fuel capacity	2.4 gals

Cycle Parts

Tyres	front	Pirelli Trail MT30 2.75 x 21"
	rear	Pirelli Trail MT30 3.50 x 18"
Brakes	front	9" Brembo single disc
	rear	5" Grimeca drum
Suspension	front	Marzocchi telescopic forks
	rear	'Soft Damp' monoshock and swinging arm



The Fussy and no doubt expensive cockpit of the Aletta Rossa

Performance

Top speed (approx.)	75 mph
Fuel consumption (overall)	68 mpg
Warranty	12 month/unlimited mileage
Price	£899

Bike supplied by: 'Bike Torque'
Sutton-in-Ashfield
Notts.

At the present time (April) there is no UK importer for Cagivas. However, until the announcement of the new importer for Cagiva, spare parts for both road and off-road machines will be distributed by Marston Motorcycles, Birmingham. Tel: 021 558 8062

The next issue will see the return of the 'Riders Reports' with the XT250 Yamaha.

ALAN KIND ADVENTURE WEEKEND 29/30 SEPT, 1/2 OCTOBER 1983

For those of you who hadn't heard about or missed out on it, here is a story all about it. The participants I list below with a description of each man and machine. Norris Bomford, 185 Cotton/Honda Special, called '40 mph Norris', by the rest of us mickey-takers, because of his ability to do 40 mph uphill, downhill and round the corners and even when the rest of us wanted to go a little faster on the tarmac between lanes. Derek Gleaves, 250 Suzuki, a man with trials experience. "I never did see him fall off". Geoff Blower, 175 KTM, again a man with a lot of ability including Enduro experience, which came in handy when the puncture had to be repaired in double-quick time. Dave Slavinskis, 750 cc Triumph Tiger Trail, 'ogri' to his close friends because of his likeness to Bike magazines super hero. If this trail run was an ISDE Dave would have won a gold for effort and determination in getting the Tiger 750 to places he never dreamed he would ride it to. Gavin Finlay, XL250 Honda, he was caught by us cleaning his bike after the second day. This led to him being nicknamed the 'Poofter'; trouble was he kept breaking his nails when he was cleaning all the . . . t off. Mark — don't-know-his-other-name, KL250 Kawasaki, he did very well considering he only passed his test one week before the run. Alan Hogsden, XL250 Honda, spent £3 on a light-weight M/C jacket with upside down zips, he found it was no bloody good when the zips on the pockets opened whilst on the tarmac and his £80 camera fell out onto the road. You think that was bad luck — but his own back wheel ran over it! Finally me, the author. I'm too modest to describe myself but those who know me might like to pass comment. Oh, last of all, the organizer, Alan Kind. We sussed him out as speaking with forked tongue. Because he really does lack judgement of distances, whenever we asked him how much farther it was, he answered with a statutory reply, "About 30 miles." But the odometer always ended up with about 46-50 miles clocked. Well, that's the riders, if I've offended anyone with my description of them, 'Hard luck'.

DAY 1 — Harrogate

We all met at the Claro Beagle PH in Harrogate and set off in line astern for something completely different. The first lane was *POCKSTONES MOOR*, typical moorland tracks with a bloody great 'bomb hole and bog hole' right slap along the middle of the track. Now there are four types of rider to combat this type of hazard; the first is the rider who bottles out and circumnavigates the peripheral of the bog, this method is far less demanding but does not present a challenge, although in general he will come out of it cleaner. The second type of rider is the man or men who are willing to have a go, generally knowing that they are going to get stuck, and they did. Then there is Geoff Blower on his KTM, he did his Evil Kneivel bit and jumped over it. Then there is the Triumph rider like Dave Slavinskis, who thinks he can do the same as the Enduro experienced KTM rider. How wrong he was. Whereas Geoff literally sailed over the bog, Dave set off with about 50 bhp on top and alas, about 400 lbs of Triumph. He got about 2 feet off the edge and promptly sank, front wheel first, into the bog. He sailed up and over the handlebars and examined his headlamp very closely with his face, from the upside-down position. His legs were above him, flapping like bungy elastics. He then landed in the bog with the twistgrip impaling his marital equipment, but he recovered from this mishap, his voice was still the same tone, so no damage was done.

On to *DEADMAN'S HILL* which is a steep climb out of the valley after the reservoirs. Your local man will know.

We had lunch at *Horsehouses*, where a certain CZ175 trail rider not only went off the wrong way after lunch, but when he did rejoin us he then proclaimed that he had left his rucksack in the pub. On to *MASTILE'S LANE*, a long wide greasy track, followed by Moor Bottom Lane. We then doubled back on lanes near Horton in Ribblesdale.

Dave Slavinkas' Tiger 750 was the first to have a mechanical breakdown. The first was a puncture in the rear wheel, 2 bottles of Finilec were required for the repair but as we were to find out later, it didn't work. Then his patented Triumph side stand return spring, viz. luggage elastic, somehow found its way around the gear box sprocket. What a sodding job that was to get all the bits out including the hooked end.

From then on it was 30 miles or so to our guest house at St. John's Chapel. Taking in Kirby Stpehen, Brough, Middleton in Teesdale and Langham Beck in Co. Durham. We didn't realise how cold it can get up in that part of the world compared to southern England. We were made very welcome with an abundance of very good, wholesome food and a good bed. The pubs were literally 30 seconds away, with a good variety of ales.

FRIDAY

A good breakfast and off we went via Seeing Syke Road, Middle Hope Road, Carrbrow Moor, Sedling Rake, which was a steep rocky drop to an old mine workings, then on to one end of Allenheads Road which is yet to be fully opened up. Then on to:

GRASSHILLS CAUSEWAY, into Teesdale, which is the highest UCR in England at 2200 feet above sea level.

GLENHILLS, which was once the main road up Teesdale, it has a lot of gates on it and runs along the field edge, and is mainly grass tracks.

DARNGILL BRIDGE - TYNEHEAD UCR. The Triumph started smoking a bit here and panic set in to its rider, but there was nothing seriously wrong. Then Bayles Lane which has a cobbled and grass surface.

LUNCH STOP AT ALSTON with real ale. With lunch over it was back out only to find the Tiger 750 had a rear wheel flat, and to compound the problem, it was chucking it down with rain. Still, not too much of a problem, we manhandled it up onto the bandstand and Geoff Blower with his Enduro experience was nominated to carry out a repair against the clock. Well, the tyre is still up now so he must have done it right.

FRIDAY AFTERNOON

East Cocklake and Blackhill, both short stony climbs. Then onto *LIMESTONE BRAE*. This was a steep slippery climb where everyone had to push each other. Not a single clean was forthcoming. Then *LONGCROSS* which is the old coach road from Newcastle to Alston. Back for tea and sleep.

SATURDAY

The terrain had begun to take its toll, Tiger 750 and rider dropped out for a photo session around the area on tarmac. The remainder went on via The Broadway, which is the longest green road in the Northern Pennines with a very steep drop in the middle. Alan Kind's navigation is also suspect as he got us well and truly lost. When we got back on route we went on to Row Green with its very deep ford. Guess how we know? Then on to Ginglehaugh Road, which is an enclosure road into Slaley Forest.

LUNCH AT TRAVELLERS' REST, SLALEY

Then on to *SHIELD HALL* in pouring rain along this wide, heathery track with occasional branches overhanging the road to smash you in the teeth. I must get a face mask.

Then *STUDDEN HAIRPINS*, we must have been gluttons for punishment as we did it twice.

Then on to *SPARTY LEA*, a rutted grassy climb. Alan Kind fell off on this lane, which is just as well, the rest of us were beginning to think he was good. Mark and Gavin both went for the same line at about the maximum advised TRF speed and both bought part ownership in each other. There was a green Kawasaki with red Honda paint on it and vice versa, and 2 riders with headaches. Still I understand they still love each other. That rounded off that day, again a good meal and drink and bed.

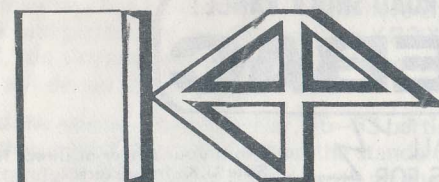
SUNDAY - FINAL DAY

About 30 miles on tarmac, Mr Kind said that by now we all knew he grossly underestimates distance, still we went through Weardale, Teesdale, Arbengarth Dale, Swaledale and Wensleydale. The make cheese there, don't they? and Bainbridge where they make exhausts and silencers. Then on to Buckden and the old coach road which is very long. We actually saw a few walkers. Then a steep drop on to tarmac. Then Starbottom in Wharfedale and very, very rough climbs up a walled lane. Then a grassy track to Coverdale and Deadman's Hill in the reverse direction.

LUNCH STOP at the Miners' Arms PH at Greenlow. The Licensee there has done a bit of trials riding apparently, said his name was Martin Lampkin. A nice guy and a nice pub.

After this it was back to the beginning via *POCKSTONES MOOR*. Guess who rode around the bog this time. Then into Harrogate and on to the trailers and home down the M1. In all a very good time was had by all. The total mileage from start to finish was 300 miles. My thanks to Alan Kind for the effort he put into organising the run and to the remainder of the participants whom I have mentioned for their companionship over the 4 days. Looking forward to doing it again next year because, after the scenery and terrain that was encountered up north, Hertfordshire mud is positively boring.

Ken Leary, North London and Herts Group



**Kelcoat Engineering
Plastics Limited**

Does the paint fall off your
trail bike.

Why not get it coated with
nylon.

Long lasting. Hard
wearing. Good looking.
Take it to Kelcoat,
Barnfield Industrial Estate,
Leek, Staff's or our
Nottingham Depot.
Telephone Leek 383547 or
Nottingham 704295.

NEW TRAIL BIKE PRICES (Recommended Retail – latest known prices)

A.J.S.	250 Trail £1072 360 Trail £1121 450 Enduro £1678	Kawasaki	AE50A2 £479 AE80B1 £549 KE100B2 £609 KE125A10 £699 KE175D3 £649 KE175D5 £729 KL250C £899 KDX200 £1219
B.M.W.	R80GS £2650	MZ	Pathfinder 123 £560
Beta	125 Rambler £965	Morini	344 Kangaroo £1845 478 Sahara £2095
Cagiva	SXT125 £770 125 Aletta Rossa £899 250 Ala Blu £999 350 Ala Blu £1199 350 Ala Rossa £1550	Neval	Electronic Trail 125 £495
Fantic	RSX125 £950	Suzuki	TX50ER £476 TS100ERX £639 TS100ERZ £699 TS125ERX £699 TS125ERZ £799 DR125S £839 PE175 £1199 TS185ER £799
Honda	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	Yamaha	DT50MX £575 DT80MX £619 DT125LC £919 XT125 £849 DT175 £810 XT550 £1559 IT125 £987 IT175 £1219 IT250 £1373 IT465 £1423
Husqvarna	125WR £1379 240WR £1683 430WR £1782		
KTM	125 Enduro £1649 250 Enduro £1799 420 Enduro £1799		

ITALY'S TOP OFF ROAD SHOCK RANGE!

SEBAC

Specification includes:
Oleo-Pneumatic (oil & air);
twin chamber; double acting;
5 position spring cam adjuster.
Finished in all red. Come
complete with top quality
springs fitted.
Available in 17 different
lengths! 11" through 17 1/4"

ALL
THIS FOR
ONLY
£52.30
per pair
inclusive!

From your dealer or direct from
Sole U.K. Importers:
M.R. Holland (Dists) Ltd.,
Unit 2, Benner Road,
Wardentree Lane Ind. Estate,
Spalding, Lincs PE11 3BR
Tel: (0775) 66144



COD or Transcash
Acc. No. 202812

MAKE YOUR OWN XL185 PRO-LINK

With the XL185 no longer available, the best trail bike for some of us and its successor, the XL200 R, only for sale in America and some European countries, I decided to make my own.

For some while I had been looking for a cheap XL125 for my son without any luck, and I also wanted to replace my battered XT250. I already have a 185 but wanted to leave that alone. I have had one before and felt I was pretty familiar with them. Anyhow the upshot is after a lot of studying and checking I decided to make my own 185 Pro-link.

I bought myself a second-hand XL125R, 6000 miles, £475, eleven months old and an XL185SA, 9,600 miles, £180, 2 1/2 years old. It had been thrown down the road at some time but seemed okay, particularly the engine. I felt it was just a matter of an engine swap and, in fact, it can be done without having to buy anything else at all except for a different main jet. So if any of you chappies fancy the idea, here are a few tips.

The engine goes in the frame no trouble; same engine mountings, bit of a tight fit though. Use the standard 125R exhaust system that's on the bike. The front pipe is the same diameter, and also use the 125 inlet manifold – it's the same size where it meets the 185 carb you will use, but it's smaller at the cylinder head. But that's okay, a step down, no obstruction. Put in a 110 main jet, raise the needle as far as it will go, one notch in fact. Retune pilot screw and check float level (often wrongly set by Honda). Use the 125 carb float bowl as it points the drain pipe in the right direction. The 125 silencer is less restrictive, hence the jetting up.

The electrics offer you a choice, either keep to the 12 volts of the 125 or stick to 6 volts of the 185. If you choose the latter, you'll have to change everything on the 125 – bulbs, horn, coil, battery, etc. I decided to keep to 12 volts – better lights, horn, etc. All that needs changing then is the flywheel and generator cover with coils swap these parts over and you are nearly there. You will end up with a black generator cover on a silver engine. I also decided to change, just in case it was different, the CDI Pulser Unit.

I had to make new head steady plates as the 185 engine is taller, of course, but one can buy XR200R plates, these should be okay.

So there you are. It's quite easy really, just takes a bit of time. The carburation was the most bother and getting one of the flywheels off. What a load of trouble you may say, but I enjoyed it. I could have enlarged the 125 engine – different crank and piston, etc. I didn't want an XR200R – too expensive, even second-hand, too extreme suspension travel if one is after a true dual purpose bike, as I was, as I do use it for work.

I find the standard gearing okay, 15–53 particularly as I use trials pattern tyres and they are a higher profile than the standard trail-wing tyres. If you must use the standard tyres, ugh! Go up a tooth on the gearbox sprocket.

It's great on the road and great on the trail. The lighter 125 (by a pound) flywheel that I used gives quite a different feel to the engine, very responsive. It's best to jack up the rear suspension unit as much as possible, spring is a bit on the soft side, but I like it at the moment.

The next step was to put the 125 engine in the 185 frame and, presto, I had a bike for my son. Two bikes for the cost of £655 and one a bit special.

CAMERAS SUITABLE FOR TRAIL RIDING

Reading your note on cameras, I am writing to say that I have just returned from a weekend trail riding in the Llandrindod area of Wales (Dick and Jean Sutton). I took my 'Canon Sureshot', which in itself, is an excellent camera and produced superb prints. Being fully automatic, it was just a question of pressing the shutter opening button, pointing at the subject and then taking the shot — a matter of a few seconds.

When riding along, seeing a subject or good action shot (i.e. friend — face down over handlebars in black bog), the main problem is to stop the bike, get out the camera and capture the action before it is too late. Bearing in mind that trail riding is not done just on hot, dry mid-summer days, one's gloves, hands and other riding gear are usually wet, if not caked in the soggy black stuff from below. The camera has to be handled with care, trying not to get much over the lens, in the works or even on the inside of the carrying case.

A small automatic camera can be carried in the large 'Belstaff' type pocket or round your neck on a strap, but I prefer to use the ski-type 'bum-bag' which is basically waterproof and washable at the end of the day. An added precaution is to wrap the camera in a polythene bag first.

You have to learn to master the knack of holding the camera, stopping your feet sinking (depending on the terrain), keeping the bike still and stopping the polythene bag and camera case from being blown across the moors by the 100 mph winds (seems like it!).

A standard SLR type camera would give you better pictures but the hassle involved does not warrant the difference in quality (certainly not against the 'Sureshot').

In conclusion, not being a camera freak, I would advise you to use a simple compact camera, get the shots and get on to the next scene.

D.C. Moore, 5 Whitelock Road, Abingdon.

TINTERN RUN REPORT

I must have been standing in one place too long, up strolled our Hon. Sec. Dave Giles and collared me to write the Tintern notes — 'Just mention everyone' he said, 'only 20 riders', so here goes.

The day started with Steve and myself collecting Julian and his bike en route. We arrived early at the start point to be met by Bryan and Dylan, gradually others arrived with varying degrees of style Trevor George and Jim Barnes in the Scimator and others riding their machines.

At the eleventh hour (10 actually) Tony Jeffries, our run leader, arrived with a doctor's note and a sprained ankle sustained in some form of cross-country event without motorcycles. Not a very promising start, but after some discussion, group stalwarts Dave Mayo and Keith Payne were pressed into service as run leaders for two groups or riders.

The lanes were in superb condition, but as Dylan found out, you need good tyres to make progress on the steeper climbs. Eventually the two groups met up and as usual stayed that way, but not before 'Wild Bill' Sandham had managed to complete two laps of the first few lanes. Then followed a leisurely ride through some great trail riding country with a few hazards thrown in to catch the unwary.

Lunch was at a pub in Trelleck, during lunch the snow started, but by the time we were ready to leave it had cleared up. Then came the nasty part, having got nice and warm in the pub, we had to put on our cold and muddy waterproofs. After getting toggled up we set off to some more lanes. The one that will stick in everyone's minds must be the one Steve called the Log Flume which was so steep and slippery that no one failed to reach the bottom, although some more gracefully than others as 'Topple Off' Tony and Julian will know. Fallen trees seemed to be a problem for the lower trail bikes with the KL Kawasaki's of Steve and Dave winning the lowest C of G contest.

After a stop for petrol the 'Committee' of run leaders decided that the way home from wherever we were was to retrace our wheelmarks, which in turn led Ron into his usual role of persuading friendly locals that they only had a right of way at the bottom of their garden, not a motorway, well done Ron.

Gwyn, Richard and Chris must have had an exciting day avoding me as I don't recall seeing much of them. That's mentioned everyone except the 'Flying Banana Twins', Ian and Drake and Sculls sponsored rider Mark who turned out in bright yellow waterproofs.

Tony has promised to lead another time when he has recovered. Thanks Dave and Keith.

Tim Salveson, Bristol Group

ADVERTISEMENTS (members only. £1 for four lines)

ACCOMMODATION:

WELSH TRADITIONAL FARMHOUSE. Under cover parking for bikes, room for cars and trailers. Large lounge, 7 beds, colour TV, home produced food. Cost B,B&EM £10 first night, £9 second night. Groups £8.50 per person — Dick and Jean Sutton, Pen Rochell Farm, Llanfihangel, Rhydithon, Dolau, near Llandrindod Wells. Tel: Pen y Bont 200. Guide available for special arrangement.

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.

CLOTHING:

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.

HONDA XL185/125 frame, forks, tank, seat. £60 or will split. Tel: Cheltenham (0242) 519358.

TRAIL RIDERS FELLOWSHIP

Group and Group Rep.

BOURNEMOUTH & POOLE

Keith Cockrell, 'The Bungalow',
Winterbourne Kingston, Near Bere
Regis, Dorset.

BRISTOL

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

CAMBRIDGESHIRE

Hugh Mason, 3 The Green,
Haddenham, Ely, Cambs.

CHESHIRE

John Ward, 11 Fern Hill,
Mellor, Stockport SK6 5AN

CUMBRIA

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

DERBYSHIRE & SOUTH YORKSHIRE

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

Paul Kingston, 58 St Michael's Close
Madeley, Telford, Shropshire
Tel: 0952 583812

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

Gwyn James, 20 Compton Road
Wolverhampton, WV3 9PH
Tel: 0902 771137

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