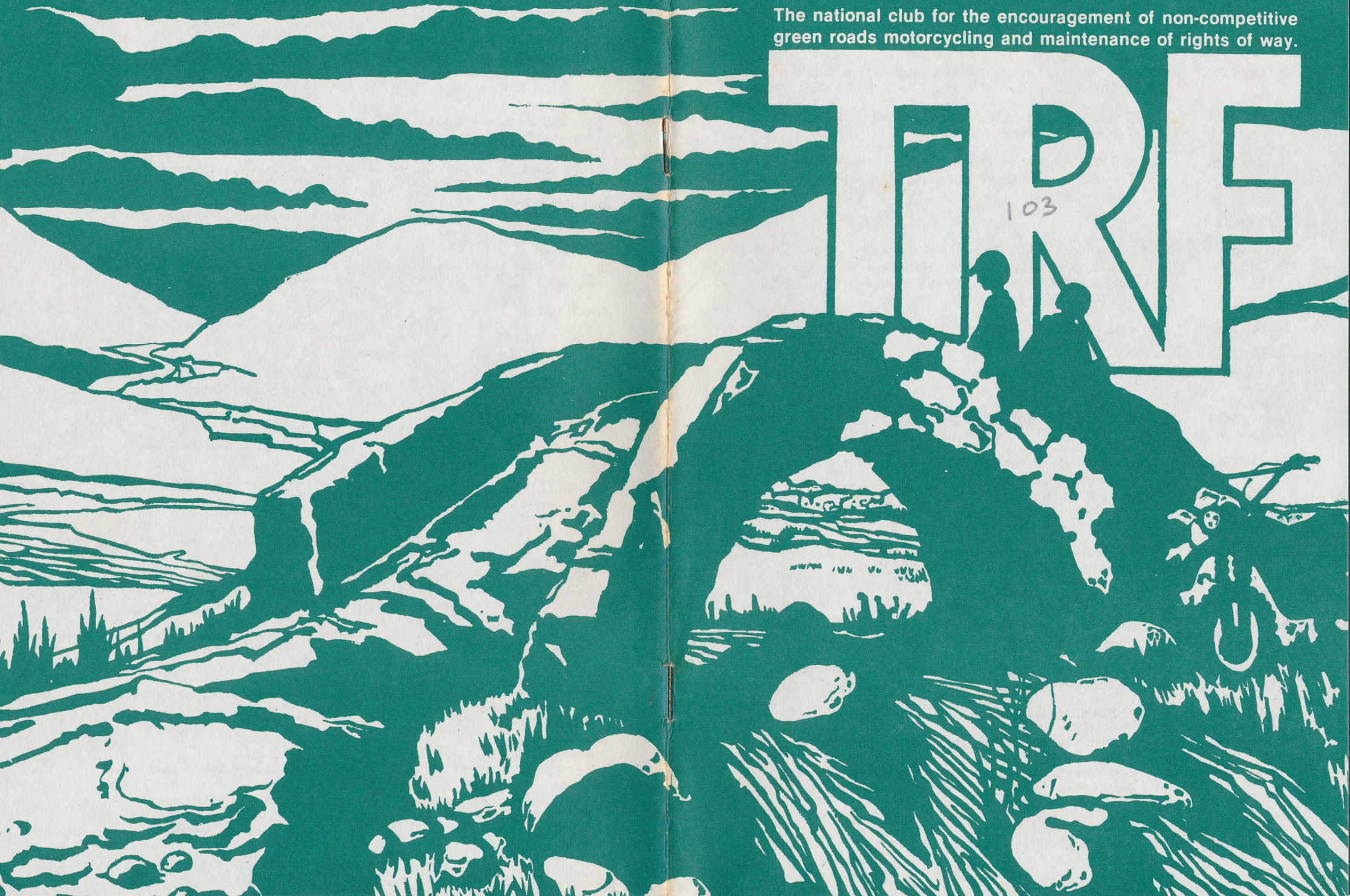


The national club for the encouragement of non-competitive green roads motorcycling and maintenance of rights of way.

TRE

103



TRAIL RIDERS FELLOWSHIP

BULLETIN No. 103
August/September 1984

AUGUST

Sunday 12th East Midlands Group. Dukeries, Starting from Ollerton.
Details from Graham Chinnery, Tel: Derby 810059.

Sunday 19th Loddon Vale Group Run. Contact: John Holloway,
Tel: Reading 785995

Sunday 19th Mid Wales Trail Ride. Details from: John Pugh,
Tel: 0938 84 419 (evenings). In aid of the Operation
Raleigh Charity.

SEPTEMBER

Sat/Sunday Derbyshire & South Yorkshire Group. Camping weekend,
1st/2nd all welcome, road or trail bike. Hollybush Inn, Grangemill,
Near Matlock, Derbyshire. Details from: Ann Stevenson,
Tel: 0742 389742.

Sunday 2nd East Yorks Group. Wales. To be arranged. Details from:
Don Burt, Tel: 0977 612258

Saturday 15th Executive Committee Meeting, 1.00p.m. Hockley Heath
King George V Memorial Hall.

Sunday 16th East Midlands Group. East Staffs. Start from Hilton.
Details from: Graham Chinnery, Tel: Derby 810059.

Sunday 16th Loddon Vale Group Run. Details from: John Holloway,
Tel: Reading 785995.

Sunday 16th East Yorks Group. Yorkshire Dales. Meet 9.30 am.
Pateley Bridge. Details from: Don Burt, Tel: 0977 612258.

Sunday 30th East Yorks Group. Derbyshire. Meet 9.30 am. Baslow.
Details from: Don Burt, Tel: 0977 612258.

OCTOBER

Sunday 14th East Midlands Group. South Leicestershire. Start Syston.
Details from Graham Chinnery.

Sunday 14th East Yorks Group. North Yorkshire Dales. Meet 9.30 am.
Horton-in-Ribblesdale. Details from Don Burt.

Sunday 14th TRF ANNUAL GENERAL MEETING. Stroud.

Sunday 21st Loddon Vale Group Run. Details from John Holloway.

Sunday 28th East Yorks Group. Salters Fell. Meet 9.30 am. Settle.
Details from Don Burt.

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

EDITOR'S RAMBLINGS

I am sorry that I have to open this Bulletin with news of the death of member Harry Ball in May of this year. In the words of Ian Clarke from Verwood, Dorset:

"It is with regret we record the passing of stalwart West Midlands Group Member Harry Ball. A true green lane enthusiast prepared to undertake research as well as run leadership. Harry will be long remembered for his riding of both Yamaha and Honda machines with great ability and verve. He will be sadly missed by both the West Midlands Group and the TRF movement."

Unless something arrives after copy date (it usually does!) I can only assume that the Welsh Coast to Coast Run was a success — how about a report from one of you? From the favourable response to the Scarborough/Morecambe Ride I think the organisers may have landed themselves with an annual event to organise. It was good to see members from all over the country get together for the weekend. Pit the AGM doesn't see the same support!

This year's AGM will be held somewhere in Stroud on Sunday 14th October. Please try to attend, it is YOUR chance to have your say in how the Fellowship is run. I cannot be more specific at this time about the place of meeting, as to date I have received no details, but as the Bristol Group are to be the host Group, I hope they will supply me with details as soon as possible. Please note that any motions, nominations for the Executive Committee, etc., MUST be with the National Secretary, John Higgin by 10th SEPTEMBER LATEST!

Several Group Reps have collared me lately asking why their 'phone numbers have 'disappeared' from the Pie and Pint Night pages. Whilst I don't know how they have 'disappeared', if any Group Rep. would like their 'phone number included with their name and address, please contact me as soon as possible and I'll make sure they are included. Whilst you are writing, you may just like to include some Group News and Run Dates . . . hint, hint.

Thanks to all of you who have contributed to the 'cameras for trail riding' report; it would appear that the modern-day 35mm compact camera is well suited. However, you can decide for yourselves from the reports.

Moving on to TRF membership, Ian Thompson intends to issue Group Reps with a printout of members in their area twice a year — possibly September and March. If, however, you would prefer a more regular list, please contact Ian and make your own arrangements. Also, if any member would like a current BMF card, write to Ian enclosing an SAE.

On the subject of the BMF, thanks to the Cambridge Group who once again flew the flag for the TRF at this year's BMF Rally with an excellent display . . . especially of the crates of beer! Yet another wet day was 'enjoyed' by all.

Finally, Alan Kind has had printed a new, up-to-date TRF information/membership form — and very professional it looks too. Thanks must go to Mike Cowley who took the photographs for this. If anyone wants these forms, contact Alan at 3 Mitford Gardens, Wideopen, Newcastle-upon-Tyne.

CHAIRMAN'S OCCASIONAL COMMENTS

Firstly — computer or no, even the Chairman may not receive a Bulletin. My No. 100 went missing, but only when 101 arrived was this realised. A 'phone call sorted that out.

There are a variety of subjects I wish to comment upon.

Firstly, as many know, the laws of Rights of Way that we are constantly talking about apply only to England and Wales (Wales and England if you like). Is there a budding Brian Thompson in Scotland? Have we any friends or contacts that could do what is necessary to advise and look after TRF interests there. Brian didn't know the 'lot' in a week — it took years and he will admit he is still learning. Any offers?

I think the Ridgeway comes next. The Countryside Commission recommendation that the three County Councils should put a TRO excluding motor vehicles on summer Sundays and Bank Holidays is a blow. Having attended meetings over the past three years, I thought co-operation was going to continue. Whilst the threat or implementation of a TRO exists, future Ridgeway co-operation from the motoring organisations are unlikely to be forthcoming. Whether we should force a Public Enquiry on this TRO or let stew in their own juice is subject for discussion, but I do think that the local groups must have an input.

Rumour has it that the motorcycle/rambler incident caused this outcome. If illegal users of the public highway cannot be controlled, how effective will be a TRO? I would suggest that TRF members, friends and all motor and motorcycle clubs in the Councils through which the Ridgeway runs, raise the matter with their County Councillors. Write to them individually, pay them a visit at their surgery and at Council meetings. If you happen to be a member of the Political Party to which he/she belongs in addition to the above, try also bending his/her ear.

Concern has been expressed over the purchase of the computer. Just for the record, it was raised at two Committee meetings, then the AGM and finally January 1984 committee meeting where it was agreed. This I think is a long enough airing before a conclusion, and in this instance a 'yes' was finally reached. The main argument in it's favour was that too many people were involved in what should be a simple operation. As a result, things were going wrong. The Membership Secretary will have the up-to-date membership list and print out Bulletin address labels to pass directly to the Editor. Under the old system this involved at least three people; it only took one to be away or sick and a delay occurred. Hopefully this will now be resolved. I would thank all those who volunteered to assist, it may have been cheaper, but it did not cut down the amount of people involved which was the main cause of the problem.

There has been no positive response to the request in my last 'Chairman's Comments' for an 'early retired' member who may be prepared to do what may be necessary to get some external funding for the TRF. So, once again, do we have anyone who can help?

A THUMPER WITH MORE PUNCH.



For years our four-stroke trail bikes have been some of the hardest-hitting sluggers on tarmac or dust. This year though, two of them have been on a special tonic: RFVC (Radial Four Valve Combustion chamber).

RFVC, with its four massive, radially disposed valves and twin carburetors (one for good low and mid-range power, the other for increased top-end) has given the XL600R and XL250R more punch than ever.

All three of our four-stroke trail bikes,

FOR BROCHURES, NEAREST DEALER AND FURTHER
DETAILS PHONE HONDA HOTLINE ON 01-409 3189.

the XL125R, XL250R and XL600R, feature an overhead camshaft single cylinder engine, the 600 and 250 having RFVC.

Output of the XL600R is a mighty 44 PS with a whopping 5kg-m of torque. The 250 pumps out 25 PS and the 125 complies with the latest learner legislation, producing the obligatory 12 PS (9kW).

All three bikes have long-travel, single-shock Pro-link rear suspension and long-travel air-assisted forks for outstanding traction, whatever the surface.

Front brake of the XL600R is a single disc unit, while brakes on the other models are all leading/trailing drums.



ENGINEERING THE FUTURE

Trials or knobbly tyres keep raising their heads. Why should the problems of the competition world bother us? The Trials tyre is the only wear allowed under trails regulations; moto-cross and grass track appear to have no such restrictions, so why not use the tyre that suits you best? An idiot on a 125 in mud using road tyres can do more damage than a bigger bike on knobbles. A tractor tyre makes the lot fade into insignificance.

With regard to types of machine. I personally don't like the modern high enduro let alone the macho type presentation. I also know that in the South East many middleweight non-trail bikes would find the mud impossible, or be placed at risk on deep dry unseen tractor ruts. The hard rocky ways in other parts of the country may be a different story. As a result, unless you are an exceptional he-man (the BMW Teams in the ISDE seem to find a few) non-trail lightweights should be no difficulty, but whether their owners would want them muddied and dropped is another question.

Finally, what do you think on the modern (Jap?) machine is a major specific improvement? I don't mean better fork movement, 24" ground clearance or better grip tyres. To me it is the almost standard practice of being able to kick the bike over without having to find neutral — many's the time you can't even see the gear-box below mud! Yes, I know the BSA Bantam had it, but that was never my idea of a trail bike. I think plastic mudguards come next.

Seymour Moss, TRF Chairman, 47 Deacon Road, Chingford, London E4 6EG

Dear Editor,

Could I, through your columns, thank the TRF, Ken Canham, his helpers and group leaders for a super 12/13 May weekend of the Coast to Coat Run. Roll on next year.

Andy Downes, Diss, Norfolk

Dear Rosemary,

When I read the report of the Ridgeway accident in the June copy of the TRF magazine I was horrified by the opening paragraph of my letter which appeared on page 7, in which I appear to have pre-judged the issue.

Like so many others I had only received what may well have been a distorted report of the incident and I can only ask that you publish my apology for accepting that report at face value. It is my earnest hope that the court case is fairly conducted and serves to exonerate Mike Clark from all blame.

W.J. Netherwood, New Mill, Huddersfield.

As you specifically ask it, I have published your apology. However, I really feel none was necessary. It is an unfortunate fact that folk are all too quick to blame motorcyclists for wrong doings, whether they are in possession of the facts or not, and are always ready to believe the shock, horror, probe stories. However, it is seldom that these same people care to acknowledge or remember the normal, human motorcyclist, preferring to think of us all as hooligans. — Rosemary.

AROUND THE GROUPS

Shropshire Scribblings

I was perusing the last issue of the Bulletin (101) when, to my horror, I discovered a 'vacant' sign displayed where the Shropshire Group Rep should have been! Well, for the record he is:

Paul Kingston, 58 St Michaels Close, Madeley, Telford

He is also our Chairman. The rest of the 1984 Committee is as follows:

Secretary	Stewart Wellings
Treasurer	Phil Evans
ROW Officer	Brian Turner
Ass. ROW Officer	Graham Williams

The club still meets at the Bell Inn, Crosshouses, but this is under review as the management has changed, and so have the clientele.

Although we haven't made headlines in the Bulletin, we have been fairly active, even if in the winter months we were just ticking over. We had a trail bike trial to boost funds, which was duly won by Paul Kingston, who also organised it! We have had a few rides out into Mid Wales and South Shropshire, one with the West Midlands Group. Another weekend's riding was planned for May when the Thames Valley/Loddon Vale Groups came to taste some of Shropshire's lanes. (Are you still sure you didn't mean 'bit the dust' — Rosie)

Paul Kingston and I both seem to have had bike gremlins, as we both are continually beset by mechanical malfunctions. Unfortunately, this is when we realise that not many club members are willing or able to take a run out. Perhaps if they could volunteer to lead a ride and string a few lanes together, if that day's nominated leader cannot make it, the rest of the riders are not stuck for somewhere to go. This has happened in the past, and can put pressure on the club members who are willing to lead.

There has been a series of Rights of Way meetings at Village Halls around the county. Thanks to all TRF members who attended to make our presence felt.

Mike Dutton, who was for a long time the Shropshire Rep, and a Rights of Way expert, has resigned to concentrate on pedal power to transport himself, wife Gill and daughter Lena around the lanes. They have all bought 'Mountain Pushbikes' with fifteen gears and anchors to throw out as they go round downhill bends! Mike will keep up his Rights of Way interests by representing the Byways and Bridleways Trust. Brian Turner has been volunteered to step into Mike's ROW boots, assisted by Graham Williams.

On behalf of the Shropshire Group, I should like to extend my great thanks to Mike for all he has done in setting up the Shropshire Group, monitoring Rights of Way and leading some very memorable runs. Thanks again Mike.

We have got plenty lined up for the next few months, the outcome of which I shall advise you of in my next Scribblings.

Stewart Wellings, Shropshire Group Secretary

Teesside Group

The Teesside Group continues to flourish with approximately 15 to 20 turning up on club nights.

I am retiring as Group Rep, and we are lucky to have a capable volunteer in the shape of Leo Crone, 35 Flamingo Close, Darlington, Co. Durham. Tel: Darlington 282671.

See you on the trail.

John Bloomfield, ex-Group Rep.

Wyvern Group

The AGM of Wyvern Group TRF was held on 3 May 1984 and the Committee selected as follows:

Chairman	Steve Pighills
Group Representative	Gwyn James
Secretary	Ian Hingley
Treasurer	Gordon Evans
ROW Officer	Vacant
Map Keeper/Marker	Vic Stephens

It was decided to appoint a new Group Rep, who was in more regular contact with the group members, to replace John Stokes. The Group wish to thank John for his past work and wish him a full and speedy recovery from his lengthy illness so he may once more become an active member.

In the absence of a Rights of Way Officer it is the responsibility of each run leader to research the legality of the lanes. This work to be co-ordinated and up-dated by Vic Stephens. It was decided not to appoint a Runs Organiser but the Secretary was to be informed prior to each weekend's run and could be contacted by other members on Wolverhampton 750528. Meetings continue to be held every Thursday evening with a full meeting on the last Thursday of the month.

Ian Hingley, Secretary, Wyvern Group TRF

Cumbria Group

At long last we have managed to finalise a series of dates for the far flung Cumbria Group. The venue is the Golden Lion, Market Place, Kendal and meetings will be on the second Thursday, every other month, commencing 14 June.

Pete Deeley, Cumbria Group Rep.

N.W. London and Hertfordshire Groups

The monthly meeting for the N.W. London and Hertfordshire Groups will be changed to the 'Sow and Piglets' (true!) in Toddington, Beds (one mile from M1). The club night remains the same — 1st Wednesday every month, commencing July.

Roger Newark, Group Rep.

Gloucestershire Group

Just for the record, the Glouc. TRF Group has a new Secretary in the form of Clive (I will get round to that chain article one day) Baxter, 29 Linnet Close, Gloucester. Tel: 0452 32935.

EXECUTIVE COMMITTEE MEETING

Held 19th May 1984

- 1 The Minutes of the last meeting as published in Bulletin 101 were accepted as a true record.
- 2 The Secretary reported a busy time with the Ridgeway TRO and the Closure of Larkhill Ranges (proposed), the Ridgeway accident, etc.

Rosie Swindells asked for more Group Reports from each group for the Bulletin. Several Group Reps asked if their telephone numbers could be included in the list of meetings and they were advised to tell the Editor if they wanted it, and what the number was.

Ian Thompson gave the Membership Secretary's Report and said that we had nearly 1000 members. He was very pleased with the rate of renewals and hoped to repeat the early reminders this year. BMF membership cards are available from him if any members have not received them (s.a.e. please). It was asked if Group Reps could be advised of any new members in their area each month, but this was thought impractical at present. Three printouts per year was thought more practical. It was noted that BMF membership would be counted as at 31st December.

Alan Kind gave the Press Officers Report and said that he had answered the Ramblers Press Release but it had not appeared in any papers that he had seen. The Andrew Bennett Bill (The Walkers Charter) had been commented on in a Press Release and he had prepared various articles explaining the TRF for local newspapers and he had produced a handout for motorcycle shops. To assist in this work it would help if a B&W photographic enlarger could be obtained, from any member with one spare or trade price sources. He said that he could obtain tool bags at a good rate and after discussion it was agreed to go ahead with the purchase of a small batch for sale to members at £12.50 each, bum bags and tank covers could also be obtained.

Richard Marshall gave his Treasurer's Report which showed a healthy balance. The current liabilities were the future magazine issues and postage and the BMF affiliation fees. He reported that the typewriter and computer had been paid for.

Brian Thompson gave his Rights of Way Officers Report and said that the proposed Limited TRO on the Ridgeway had been voted against by Oxfordshire and Wiltshire County Councils but for by Berkshire County Council. The accident on the Ridgeway on 13 November, 1983 had been given wide publicity which had harmed our case immensely but it now appeared that it could have been caused by the walker. The rider concerned was to plead guilty to having no tax, insurance, MOT or licence, but not guilty to careless driving, not stopping at the scene of an accident. He was to appear at Wantage Magistrates Court on 25 July.

The matter of the Limited TRO was then discussed and the Chairman put the case as he saw it. The Countryside Commission had asked the three County Councils concerned to raise a limited TRO and two had declined. They would therefore have to go to the Minister of Transport direct (under the National Parks Act) who may refuse since all avenues of voluntary restraint had not been exhausted. It was thought that a joint move by all the motorised user groups was more likely to succeed but the funding position of these was not known and this could hinder some members. Kate Clow then proposed that the TRF oppose any TRO on the Ridgeway and this was seconded by Hugh Mason. This was put to the meeting and was agreed without abstention. It was agreed to work with any other interested parties.

Brian Thompson then asked that a letter be sent to the ACU pointing out that their ban on sport on Remembrance Sunday was causing a 'Mad Sunday' Ridge-way Ride and that their assistance be requested to stop this ride. This was agreed.

Brian also reported that the Ministry of the Environment had instructed that Reviews be abandoned in Berkshire, Buckinghamshire, Cambridgeshire, Derbyshire, Devon, Dorset, East Sussex, Essex, Hampshire, Kent, Leicestershire, Northumberland, Nottinghamshire, Oxfordshire, Somerset, Suffolk, West Sussex, West Yorkshire and Wiltshire. The NFU have started a campaign saying that the Trail Riders did best out of the 1981 Wildlife and Countryside Act because we can still ride disputed RUPPs and County Roads. At the Bridleways and Byways Seminar at Harrogate, contact was made with Colin Seymour who had set up as a full time Rights of Way expert (on a Government Grant) and he could assist Yorkshire Riders in any potential claims. Brian Thompson said that he proposed to employ him into researching some Yorkshire lanes.

Bill Riley had asked through Brian that a solicitor represent the TRF at a Public Inquiry into the closure of Larkhill Range. It was agreed in principle that support be given and when the details were known that they be advised to the Chairman/Secretary/Rights of Way Officer for approval of expenditure if needed.

Brian reported that lanes were being closed weekly in Norfolk and that a representative or even any help was urgently needed.

All the officers reports were accepted.

- 3 The Chairman then said that two places had been nominated for the 1984 AGM, these being Derbyshire and Stroud. There was a vote in which 4 members voted for Derbyshire and the rest for Stroud. A date was suggested as 14th October, and this meant that motions to be discussed should be with the Secretary by 10th September for the Committee Meeting on 15th September.
- 4 Brian Thompson said that the BBT hoped to raise money this year from motorcyclists to keep them operating and that the TRF should contribute. This was seconded by Ron Carter and a discussion followed where it was suggested that a donation be made to the Action Trust. This was agreed.
- 5 The motion submitted by the Loddon Vale Group that the TRF has NO interest in trail parks was put, that it was pur coincidence that we share the same name and that at some time in the future there could be a move to confine all trail riders to trail parks. After a short discussion the motion was carried. It was pointed out that any member was welcome to assist a trail park in any way, but not in the name of the Fellowship.
- 6 It was reported that Harry Ball had died on 12 May at the age of 58. All members were saddened by this news.
- 7 Alan Kind said that the latest edition of the Ordnance Survey maps (2nd edn) 1:50,000 were deleting County Roads and other Rights of Way not clearly shown on the ground. It was left to the Rights of Way Sub-Committee to take this up with Ordnance Survey.

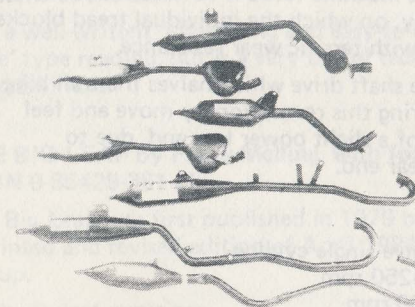
Rosie Swindells asked that a vote of thanks be given to Ken Canham for organising the John Ebbrell Memorial Coast to Coast Ride which had been a great success. This was agreed.

The meeting closed at 4.37 pm.

Sammy Miller POWER-PLUS SILENCERS

NEW MILTON, HAMPSHIRE, 0425 616446

POWER PLUS SILENCERS



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Honda XL 125K, XL 125/185S, XL 250S.
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Total Price inc. P&P £40.85
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XL 500S.
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Total Price inc. P&P £6.30

ALLOY BAR BRACES

£3.50 + 75p P&P

PADS

£4.00 + 50p P&P

BELT BUM BAGS

£4.60 + £1.00 P&P

TRAIL BIKE ROAD TEST by Nick Walker

THE PHOBOFF PHRANTIC TRAIL

It is good to see Phoboff back in the swing of modern motorcycle production after a few years of being not quite so much of a household name. Take my word for it, the Phrantic Trail is certainly the bike to put Phoboff back on the map. From the eye catching Limpopo Green paintwork to the technically advanced 700 c.c. single cylinder side valve engine the Phrantic is a real winner.

Not for Phoboff the pointless fripperies the Japanese load their trail bikes with – winkers, rev counters, idiot lights, polychromatic metallic paintwork, laid back pro-links, disc valve power reeds and all the other totally unnecessary doo-dads. They have plumped for honest to goodness value for money reliability and longevity – do you oldsters remember that word?

Yes, the Phoboff Phrantic Trail is quality-built to last. This is, of course, obvious at first glance to the cogniscenti, from the cast iron frame brackets to the polished brass foot pump handily fixed by its own quickly detachable bracket to the left legshield. Quality is obvious in the deep lustre of the Limpopo Green stove enamel on the tank, handlebars and wheel rims; and what other manufacturer would go to the trouble of putting a thick protective layer of bitumastic underseal behind the sidepanels, under the mudguards, seat and sump guard and even inside the headlamp? How often have you noticed the rust building up inside your headlamp shell? Never with a Phoboff Phrantic.

The electrical system is specifically designed for green lane motorcycling, there is no battery to save weight and the ignition coil and the lights are fed direct from the dynamo (a powerful, compact unit mounted next to the front wheel and driven by the tyre sidewall). The headlamp gives out a powerfully diffused beam which shines strongly on to the deeply valanced front mudguard.

The front mudguard stays are a unique Phrantic Trail item as they have been specially adapted to function, by a simple unbolting and telescopic action, as eight feet long pulling handles in the unlikely event of the motorcycle being bogged down in exceptionally muddy conditions.

Phoboff manufacture their own tyres for this machine (5.50 x 19" front and rear), the 'Phlexible Phlier Trail Wing' semi-knobbly, on which the individual tread blocks are so large that maximum grip is combined with terrific wear resistance.

The piece de resistance of this machine is the shaft drive which halves the trail bike maintenance at a stroke. Phoboff are pioneering this revolutionary move and feel that it is well worth the small disadvantages of a slight power loss and, due to technical problems, the adoption of a rigid rear end.

Technical Data

Engine:	700cc side valve single cycling
Power:	11.3 bph @ 4250 rpm
Torque:	8ft/lbs @ 4200 rpm
Carburation:	Two Amal Monoblocs (one dummy)
Wheels:	Two, stove enamelled rims, rubber tyres
Brakes:	Fitted
Tank capacity:	7 gallons (optional long range tank available ex works)
Supplier:	Phoboff Manufacturing (Motorcycle Division) plc, Railway Cuttings, Neasden, London NW10

(To 'wind-up' this report, I should have thought you'd have enclosed a 'foto'? — Rosie)

BOOK REVIEWS

Kawasaki — Sunrise to Z1 by Roy Bacon with foreword by Mick Grant

Published by Osprey (ISBN 0-85045-544-8)

Price: £8.95

This is the latest book in Osprey's Collector Library series and is the first of the series to feature a Japanese manufacturer.

As the title implies, the book covers the development of Kawasaki's motorcycles from 1962 to 1976. Chapter 1 also gives a brief history of Kawasaki Heavy Industries from their beginning in the mid-1880s to when they began motorcycle production in the mid-1930s. Many of the early Kawasaki's resemble British machines, notably the W1 650cc twin as built from 1966 to 1968 and derived from the older Meguro models themselves taken from the BSA twin A7 series and the W2SS 650 machine, a dead ringer for the BSA A10.

However, although the book's flyleaf boasts that the book includes "all single, twins and triples and the 900 fours", I could find no mention of the 4-stroke 400cc twin and only scant mention of the 750cc 4-stroke twin.

The book is broken down into sections each covering an individual engine type — early singles, twin, triples, etc., trials and moto-cross, together with a chapter on competition successes, culminating, of course, with the big daddy of them all, the Z1 and its' variants.

There is a wealth of information for the restorer with appendices covering original model colours; specification; engine and frame numbers — useful for fine identification of model. There are many good clear photographs showing most models, albeit all in black and white; and a very interesting diagram showing the complexity of the 'K' logo design. I think more design work went into that than went into designing some of the bikes!

It is a well-written, interesting and easy-to-read book that not only provides 'coffee table' type reading, but is a very useful technical reference book. A must for all Kawasaki fans.

THE BIG LEAP by Frank Melling, with foreword by Graham Noyce

(ISBN 0-85429-361-2)

Price £7.95

The Big Leap was first published in 1979 by the Hamlyn Publishing Group. This reprinted and revised edition of April 1984 is published by the Haynes Publishing Group.

As the flyleaf explains:

"The significant changes that have taken place in the development of the moto-cross motorcycle during the past five years have necessitated a revision of this title. Not the least of these has been the continual improvement in rear suspension systems, which have progressed from long-travel swinging arms controlled by lay-down dampers units to the sophisticated rising rate systems, employing a single central damper. Explained for the first time, in as much detail as will be divulged is the way in which Kawasaki pioneered this system.

This and many other design changes that have taken place over recent years are discussed by the Author, who has acquired a wealth of experience in riding every type of competition machines and was often involved in their development."

The last couple of chapters, therefore, are the only areas of change in this edition over the Hamlyn edition. However, I must add that the quality of the paper and of the print is much improved in this, the Haynes published edition.

The Big Leap covers the story of moto-cross machines, their development and racing achievements from around 1966. Where appropriate, however, the Author has gone further back in time where explanation over an engine history is deemed necessary (for example, the development of the Greeves 2-stroke 250 machines). There are also a couple of test reports by the Author of older competition machines. The Author has, through various contacts within the trade gained fascinating insights into the world of moto-cross development including the amazing Titanium BSA and how Kawasaki produced a 'falling rate' suspension in the early days of the mono-shock. As well as the machines, the riders successes with various marques through different season's racing are discussed.

The photographs are mainly black and white, but there are around ten very good clear colour action shots throughout the text. It is an interesting book from many points of view; whether you are a moto-cross fan or just a motorcycle fan, as the facts about the motorcycles themselves and the evolution of moto-cross machines are of interest to the more mechanically minded. Likewise, those who can remember

the 'scrambling' of the '60s can indulge in some reminiscing whilst youngsters, weaned on rising rate mono-shock suspension and ultra lightweight machines will be able to see what the men of the past had to contend with, with their heavy-weight competition machines that, by today's standards look like converted roadsters with knobbly tyres.

RIGHTS OF WAY NEWS

SALOP

Re: RUPP North of Clee St. Margaret, Shropshire running from 565/854 through Lower Norncott to 564/868. It has been customary to leave the RUPP at Lower Norncott and follow the farm track to Abdon Bridge. The farmer strongly objects to this and I recommend *no further use*. The northerly continuation of this RUPP towards Tugford changes to a footpath at the Tugford Parsh boundary on current maps, but the whole shows as a very clear road on First Edition O.S. It would, therefore, seem we may well be within our rights to ride this full length, but anyone doing so should be prepared to face the wrath of the farmer. I will contact Salop CC Footpath Officer for comments and inform in due course.

Steve Pighills, Wyvern TRF

WEST SUSSEX

Letter from West Sussex Group to Richard Marshall, and Richard's reply.

A problem we have in this area is the increasing number of deterring notices which are appearing on RUPPs. Some have been there for years, and one has recently been renewed by a District Council. I mentioned this to Brian Thompson some time ago, and he said it did not matter very much, but I notice that he recently said that such signs could cause difficulties when we are trying to prove the existence of vehicular rights.

It is very difficult to get West Sussex County Council to act on matters concerning RUPPs. They say that until vehicular rights are proven they are not prepared to devote legal effort to such matters and they will not investigate the question of vehicular rights until they decide to hold a review. I have pointed out that I have evidence of vehicular rights in many cases, and they just say "Good, just go on collecting evidence, and present it at the review".

I am sure they will take this line at the next meeting, and it would be helpful if you could let me know briefly what the procedure should be for getting such notices removed, and exactly which article of legislation applies to them, so that I can quote it at the meeting we shall be attending of a Consultative Committee of Rights of Way Users at County Hall in Chichester. Examples of notices on RUPPs are "No Motorcycling", "No Right of Way for Motorised Traffic", "Bridleway Only" and "Private Road".

Bevis, Sussex TRF

Re the first problem of misleading notices on RUPPs. It is very doubtful that you will be able to get the Council to take action over them until after reclassification has been completed. Although it is their duty to enforce Section 57 of the 1949 Countryside Act, they will invariably take the line that the vehicular rights on any RUPP are not conclusive until reclassified as Byway. There is some logic in this

argument and unless one wants to prosecute the Council, there is little we can do, until after reclassification.

The second problem of these notices, is that whilst erected they can mitigate against any vehicular use evidence we have, which we may wish to put to the Council. The answer to this problem is write to the Council objecting to these specific notices, asking the Council to have them removed and stating that we will continue to use these RUPPs 'as of right'. A copy to the landowner, if known, wouldn't go amiss.

Obviously the answer to both problems is the reclassification of the RUPPs. DoE Circular 1/83 Section 6, which is concerned with the implementation of the 1981 Wildlife and Countryside Act advises the authorities to publish a statement of the priorities in keeping updating Definitive Maps. If the West Sussex CC have not yet published such a plan, you should ask them to put the reclassification of RUPPs high on their priority. After all they have a duty to carry this out "as soon as reasonably practicable" (Section 54(1) WCA 1981). Unlike the 1968 Act, the Council does not have to review the whole county in one go. They can do it on a path by path or Parish by Parish, etc. basis, as they see fit. I would suggest you ask the Council to start reclassification as soon as possible on those RUPPs where you have already presented them with the evidence. A further argument is that they have already carried out much of the research and groundwork in connection with the 1968 Act Review and it would be wasting Council resources not to utilise this.

Richard Marshall, Treasurer, Breaston, Derby

WILTSHIRE

I have been waiting for an opportunity to write about Brian's article in the Feb/March '84 Bulletin on the Level Crossing Act 1983/Oppenheim Committee Report 1982. Since the introduction of high speed trains level and other rail crossings in Wiltshire have been a constant source of aggravation.

British Rail are a law unto themselves here, and without reference to the highway authority or users, have on one line alone, locked, removed or wired-up level crossing gates on RUPPs, substituted an F.P. wicket gate for a carriageway gate on an RUPP and removed the in-filling between the rails making it dangerous to cross on a bike or horse. It takes months to get unsatisfactory replies to written complaints and we are threatened with total closure via Magistrates Court if we persist. The most serious acts are the demolition of carriageway bridges on the grounds that they are too expensive to maintain. We have to be realistic about this, even though a bridge is unlawfully demolished, there is no way we are going to get it rebuilt, and the right of way is lost forever.

I hope I am wrong, but I see nothing in the '83 Act which would have prevented any of the above-mentioned violations taking place. I welcome the provision for the Secretary of State to establish the status of the highway for each crossing but note that this is not actually written into the Act. Furthermore, many highway authorities are even less likely to admit higher rights over misregistered rights of way than British Rail, and there is no requirement for local authorities to consult users.

Taken as a whole, legislation with respect to level crossing crossing, and indeed highway law in general is adequate to protect the users of public rights of way, but only if it is applied. Too often, the public are powerless to act themselves and must rely on a reluctant highway authority, which will always have more important things on which to expend meagre resources.

Bill Riley, Bradford-on-Avon, Wiltshire

HELP THE BYWAYS AND BRIDLEWAYS TRUST

It costs £7.50 to join the BBT and subscriptions run from 1st May. At the TRF Executive meeting a further donation was made to the struggling BBT who also oppose the partial Ridgeway closure. I suggest that all TRF Groups affiliate. The journal alone is worth £7.50 a year. If you can help, send donations, however small, to Byways and Bridleways Trust, 9 Queen Anne's Gate, London SW1.

SOME CHARITY

The news that the Ramblers Association is a Registered Charity and enjoys tax concessions does not surprise me. However, under the Charities Uses Acts of 1891 and 1917 they must *not* discriminate against anyone. I shall be sending a letter of complaint to the Charity Commissioners about the discrimination by the RA against motorcyclists.

THE AMERICAN TRAIL SCENE

After an exhausting 20,000 mile tour of American trail riding facilities in ten States and having talked to officials and riders, the conclusion is that Western States like Washington and Idaho are a trail riders paradise with thousands of miles of exciting and challenging trails. All on public land too. In Idaho some 15,000 miles of continuous trails exist. Away from the West, for the majority of trail riders, any riding they get is illegal and they are green with envy at our 5,000 miles of green lanes.

I found the best organised riders were the New England Trail Riders Association who, despite a membership number similar to that of the TRF, employ full time staff.

Washington in the North West is the most advanced area in the world for trail riders. With some 25 full time staff engaged on planning and management of trail systems funded from a £4 year levy on every off-road bike sold, I was astonished to find Government and State officials so enthusiastic that they actually ride trail bikes and have produced a 30 minute video film promoting trail riding. Entitled 'The Evergreen Trailride', it is made by the same team who produced 'On Any Sunday'. I have been given a copy of this film and it is available on loan from me. I hope to be able to sell copies later at cost. Furthermore six (armed!) Police Officers are employed full time on showing the film with an educational slide show to schools. Education and self-regulation is the message that goes out in this fortunate area. "Catch 'em young and prevent problems later" they said.

However, in the rest of the USA trail riders often face the same sort of hostile intolerance and strong attacks from powerful Ramblers Association type bodies. I will be making my official reports soon to Government bodies plus ACU/BMF/TRF. Those in the TRF who have voiced their fears that I shall be pushing US trail parks here in the UK need not fret; though we could certainly do with opening up parts of Scotland and Wales on forest tracks. Scotland had great potential.

It was a very worthwhile tour paid for entirely by the Churchill Trust and, thanks to the falling £, some of my own money.

My thanks are especially due to Honda America for the loan of a brand new GL650 Silver Wing as transport in the West, which I returned (intact) with 3000 miles on the clock after 16 days wonderful riding. I have learned a great deal from my visit, much of it of benefit to the UK trail scene.

The big concern in the States right now is the amazing growth of ATCs. Sales this year may double that of two-wheeled bikes of all types. No-one really knows how to cope with them and in the UK sales are taking off. One well known public school has bought 25 and has just realised that they have nowhere to ride!

Brian Thompson, ROW Officer

Copy of a letter from John Holloway, Loddon Vale Group Representative, for and on behalf of the Loddon Vale Group, to Seymour Moss, TRF Chairman:

"I am writing this letter to register, not only on own feelings but those of the whole Loddon Vale Group. I refer to Brian Thompson's article 'Trail Talk' in Trials and Motocross News (T&MX) dated 15 June 1984. Let me first deal with the typographical errors, which quite possibly are not attributable to Brian. Loddon Vale Group is based in Berkshire, not Surrey, and as far as I am aware the 'F' in TRF stands for Fellowship, not Federation.

As regards the content of Brian's article, it totally misrepresents what was discussed at our group meeting and portrays not only the Loddon Vale Group, but the TRF as a whole, in very poor light.

Our discussions centred not on the TRF's viewpoint on trail parks but on the publicity that Brian was giving them, both established and proposed, through his column in T&MX. Our unanimous feeling was that Brian should curb his public enthusiasm for them because the RA will eventually argue that if we have trail parks to ride in, what justifiable reason can we have for wanting access to lanes with vehicular rights.

We support the concept of trail parks for under age riders for obvious reasons, but they are not and never can be an alternative to our green lanes.

The headlines of the article, which states that we "withdrew our support" is untrue, have we ever supported it as a body, or is it a case of Brian doing so through his column on behalf of the ACU/BMF/TRF. Brian must be made to realise that his column gives the impression of being the official TRF voice by virtue of its title and his position within the TRF.

No doubt the RA and the anti-motorcycle lobby will make mileage out of this article and I feel that Brian should write a follow-up apologising for misrepresenting the Loddon Vale Group's opinion.

I don't like to criticize Brian, as he has done invaluable work for the TRF on Rights of Way matters, but I was incensed when I read the article in question."

* * * * *

Whilst I have no intention of answering Brian's comments (he's more than capable of doing that himself), I should just like to add, for the record, that the draft copy which I received from Brian is the same as that sent to T&MX. This did not have the offending headline attached, nor did it refer to the Fellowship as the 'Federation', these I think have been added later. Brian's copy did, however, move Loddon Vale to Surrey from Berkshire. — Rosemary.

Yamaha have done well out of trail riding by coming up with the right bikes at the right time. They were not the first, or even the first of the Japanese. Suzuki produced the first trail machine and Honda followed, but both with smallish bikes. Yamaha made their trail bike name with the heavy, ponderous XT500. Now there was a bike to prove that you were a man, even with a truss! When others followed with bigger bikes, the SP370, XL500 to mention a couple, Yamaha turned to the smaller market and introduced their winning little DT175, followed by the DT100, DT250, neither of which were as fit for their purpose as the 175 which had just the right blend of low weight and sufficient power.

So, the problem was, follow that, and with American legislation making it look as though two-strokes would be banned altogether, they had to look to a four-stroke machine. Unfortunately, this time they did not produce a sales winner. Somehow it did not catch the imagination like its' predecessors; even when marketed with the same colour scheme as the XT500. However, with Yamaha's experience in producing winning machines they have none the less produced a pleasant and likeable bike with good manners, good economy with only one or two faults which are sometimes quaintly described as 'character', other times as faults.

So now, after a number of members have paid out their hard earned cash for this model, what do they think? Has it lived up to their expectations? Does it have hidden talents?

Every member stated that they had bought this model because of the need for a truly dual purpose bike to enable them to get to work in all weathers, with a civilised exhaust and good lights, and which would also make a reasonably competent green laner. The main reason given for choosing this model was that it was the lightest four-stroke available in this engine capacity, which pre-supposes that lightness is a virtue and that a four-stroke is preferable. Apart from picking it up out of the mud, a lighter bike will make you less tired and therefore less liable to drop it in the first place. However, the theory is that a four-stroke has more traction in difficult circumstances and has the added bonus of being more economical on fuel – both petrol and oil than a two-stroke and the consumption figures given bear this out. Dave Capel of the Exmoor Group gets an average of 80 mpg whilst Mark Kirby claims 94.7 mpg and with a figure taken to such decimal points he must have kept accurate records. Ian Thompson gets about 95 mpg at a steady 55 mph with a drop to 90 mpg when trail riding.

So, what is wrong with the bike as supplied box standard?

The decision on this was unanimous – the mudguards, and in particular the front one, which is most efficient at throwing water back at the rider from the leading edge.

Secondly rear wheel grip, or rather lack of it, which could be improved considerably by fitting wider tyres. Unfortunately, the earlier model came with a 17" wheel which rather limited the choice of tyres. So, if buying secondhand check the rear wheel size.

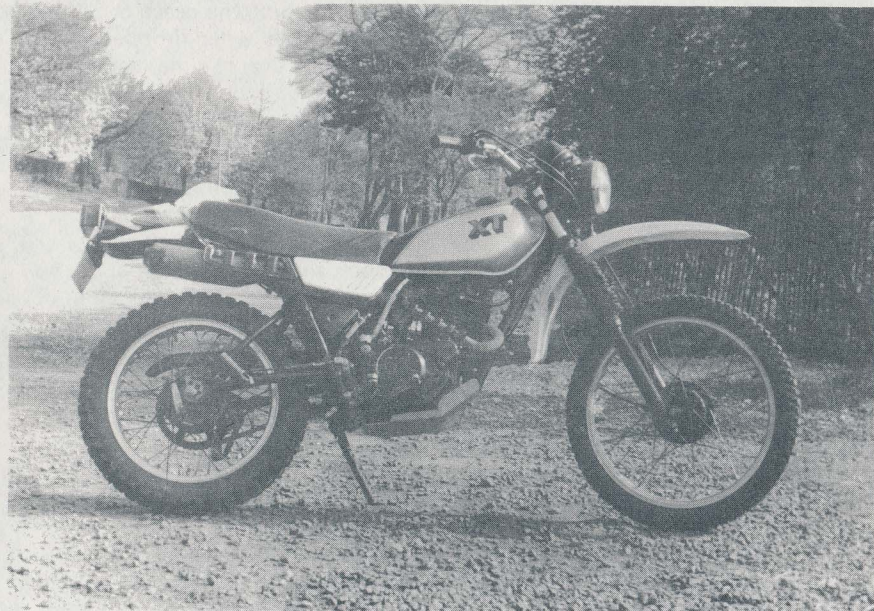
Thirdly, and not at all surprisingly, the gearing is wrong. No manufacturer seems able to gear a trail bike to be totally suitable for its dual purpose role, nor to suit different terrains. The main complaint is that the gearing is not wide enough to cover climbing steep hills and motorway cruising. Some owners have lowered the gearing: Mark Kirby took his down by one tooth on the gearbox sprocket and

two on the rear, but then improved his engine performance and returned it to standard. The gearing, of course, is entirely dependent upon the power characteristics of the engine, and Mark considered that there was no power over 6500 rpm even though the engine would rev higher, so he cleared out the exhaust pipe and silencer and drilled holes in the baffles and found noticeably more power both lower down and at the top. To answer your inevitable question, he claims that there is a lowering of pitch of the exhaust, but no increase in noise, to coin a phrase – well, he would, wouldn't he! All in all, he managed to gain a freer revving engine that overcame his problems.

Although Mark Kirby designates his machine 'The Ultimate Weapon' he doesn't specifically say for what, but all reports mentioned the docile nature of the engine which gives out 21 bhp and is very flexible.

Very little seems to have been in need of replacement in the engine and Ian Thompson is the only one to be very specific. He has adjusted the cam chain three times and reckons the third was the last. The exhaust can last to 15,000 miles although many are replaced earlier by choice. Many reports mention that the lights could be better, but for general use are sufficient. The chain, as usual, wears out very quickly when trail riding, but these bikes tend to be used on the tarmac more than average. The addition of a chain oiler can increase the life from 2000 to 6000 miles, says Denis Bannister; Mark Kirby reporting similar results.

The front suspension is generally regarded as being quite light and where there has been a problem of bottoming out, thicker grade fork oil has helped. Rear suspension is regarded as pretty good for both rocks and ruts. Dave Capel reported squeaks from the suspension pivots which must be lubricated, particularly at the lower end of the spring/damper unit and swinging arm joint.



Yamaha XT250

What about spares?

Some spares are stocked by the local dealers, consumables such as cables, levers, chains, etc., but most other items have had to be ordered and waited for. Gambier Reeks, of Kings Road, Chelsea are reported to have a return of post service, but there is the additional cost of postage. Lack of availability of spares seems to be a general comment for most of Yamaha's range of motorcycles both road and trail; I think the only exception must be the DT175 for which many after-market parts are manufactured and the owner is not tied to buying Yamaha parts.

In the comfort department there are differing reports, probably attributable to the weight of rider. One reports copious padding on the seat and yet another reports that it is a trifle too hard for long rides, so take your pick (said the navy!).

Reading through the reports certainly gives an idea about what you wanted in this bike. A smooth, economical, docile road and trail machine that is long lasting, but there are also, interestingly, gaps or omissions that no-one mentions. The main area is brakes, not a mention, so they must be adequate. Another area is the petrol tank, and since many mention the good petrol economy I presume that the capacity is sufficient for an average day's trail riding. The third noticeable omission is the area of final drive chain sprockets. Apart from Mark Kirby, who has now restored his machine to the original gearing, sprockets are not mentioned and must have become so routine a replacement or the docile engine gives them such an easy life that they last a long time.

Conclusions. Yes it meets and even exceeds the expectations of the owners. Denis Bannister, who has previously owned an SP370, TS250 and an XL250 reports that it is easily the best trail bike that he has owned, and he lives in Cornwall, full of long hills and deep bogs, with an absence of dealers and filling stations. He adds that it is quiet, light and flexible. Other reporters say that it is undemanding to ride and keeps going for 20,000 miles without disturbing the peace or burning a hole in your pocket. Finally, it is reported that even when dropped it is a 100% first time starter and that must be worth a gear deal in time, temper and trouble.

The feedback I received from owners as the compiler of this report was that the bike unfortunately has little glamour and that there will be few around in even, say, five years time, since built in obsolescence and legislation have cut its marketable life to barely three years. Certainly it has the respect and grudging admiration of all its owners and will become one of the forgotten models that owners look back on and tell their children "they don't make them like that any more".

Current average selling price for the XT250 is: £350

'MAKE YOUR OWN PRO-LINK XL185'

This article appeared in the June/July Bulletin (No. 101) unfortunately anonymously. The author has owned up and was, in fact, Pete Wildsmith, Southern TRF Group Representative. He says that should anyone be interested in carrying out the same modification to their bike, he would be more than willing to give them help or advice. — Rosemary

SEBAC MOTORCYCLE REAR SHOCK ABSORBERS —

Report by Rosemary Swindells

When these shock absorbers came onto the aftermarket scene, after having been fitted as standard equipment to some Italian machines in the 1970s, it was around the time that Girling had ceased production of their motorcycle shock absorbers. Thus, with a gap left in the cheaper end of the replacement range, SEBAC had a ready-made market and place to step into.

The SEBAC range of rebuildable motorcycle shocks covers around 500 different motorcycles including Italian, Japanese and British machines (from 1969 models onwards), trail bikes and some trials machines.

In 1983 the trail/off-road shock absorbers — the 'Dromo' model, were selling for around £40, which was not only a very reasonable price to pay, but belied their quality as they are very strong and well made units.

Over the past 9 months I have been testing a pair of Dromo shocks on a Honda XL185S. With such a vast range of motorcycles covered I was interested to see just how much care had been taken to tailor the units to fit each individual model. However, over the fit I was pleasantly surprised as they fitted on perfectly — albeit a little hammering was necessary to the non-standard exhaust system to give clearance for the travel on 'full bump'.

On the 185 use of all the travel has rarely been achieved, even when riding two-up as the springs fitted on these suspension units seem rather heavy for such a light-weight machine, and in fact are the same springs as fitted to the units used on the XL250/500 and DR400 machines, which are much heavier motorcycles. Subsequently, the rear of the bike is very firmly sprung and road handling is very taut. The seat height has also been raised by a couple of inches and the bike no longer sinks down very much when you sit on it. (The front suspension could almost do with harder springing to balance the bike up.) On the trail, the heavier damping and lack of softness causes the back wheel to kick about rather than ride over any rough ground. Here again, a heavier machine such as the XL500 would probably handle well given this heavier than standard damping and springing.

The KE175 and XL125 machines have lighter-weight springs fitted and as these are two similar weight/sized machines to the XL185 I feel it would be worth having the lesser rated springs fitted to the XL185.

The finish on the shock absorbers is excellent — even the Italian chrome is still good on the bodies. The red finish on the springs is also of good quality with no rusting apparent, despite a ravaging by salt, mud, sand and 'careful neglect' over the winter months.

The units have 5 pre-load settings and a 'C' Spanner for adjustment is included with the set.

Unfortunately, M.R. Holland, the importers have recently had to increase the price of the SEBAC range and the Dromo model now retails for around £52.30. However, in view of the quality, they are still a good buy, especially if you own a heavyweight machine.

Additionally, unlisted bikes can still be catered for by simply specifying the length of the existing units when ordering.

Finally, when I contacted SEBAC's importers — M.R. Holland Ltd., about the possibility of different spring ratings, Director, Mr G. Daubney, replied:

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

A.J.S.	250 Trail £1072	Kawasaki	AE50A2 £479
	360 Trail £1121		AE80B1 £549
	450 Enduro £1678		KE100B2 £609
B.M.W.	R80GS £2650		KE125A10 £699
			KE175D3 £649
			KE175D5 £729
Beta	125 Rambler £965		KL250C £899
			KDX200 £1219
Cagiva	SXT125 £770	MZ	Pathfinder 123 £560
	125 Aletta Rossa £899		
	250 Ala Blu £999		
	350 Ala Blu £1199		
Fantic	RSX125 £950	Morini	344 Kangaroo £1845
			478 Sahara £2095
Honda	MTX50 £585	Neval	Electronic Trail 125 £495
	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		
	Husqvarna		125WR £1379
240WR £1683		TS100ERZ £729	
430WR £1782		TS125N £599	
KTM	125 Enduro £1649	Yamaha	TS125ERZ £799
	250 Enduro £1799		TS125XUE £929 water cooled
	420 Enduro £1799		TS125XE £949 (20 bhp)
			DR125SD £859
			TS185ERX £799 discounted to £599
			DT50MX £575
	DT80MX £619		
	DT125LC £919		
	XT125 £849		
	DT175 £810		
	XT550 £1559		
	IT125 £987		
	IT175 £1219		
	IT250 £1373		
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 Tel: (0775) 66144



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"We quickly realised that for trial/enduro machines softer than standard springs were necessary for the Dromo and in this respect, we have purchased a range of springs going down to 45 lbs/inch rating for this purpose. So far as the intended purchaser is concerned, now within reason, we can supply a spring rating of his or her choice — at no extra charge.

Eventually, SEBAC will be producing 'off-the-shelf' shocks for specific machines in the enduro/trials applications. I believe it will be next Spring before this comes about.

We can, of course, always supply the shocks separately, and a reduction in price of about 20% would apply in such cases."

My thanks to M.R. Holland Ltd., of Unit 2, Benner Road, Wardentree Lane Industrial Estate, Spalding, Lincolnshire for supplying information and the shock absorbers for testing.

JOHN EBBRELL MEMORIAL RUN

It got to Wednesday during the week before the Ride and I still hadn't arranged a bike for the weekend. Half-an-hour on the Cleveland Way last year had whetted my appetite for trail riding and riding coast to coast really appealed — I just had to go. In the end I had two choices — a Suzuki TS125XUE water cooled, full floater or an ex-army BSA B40. Naturally I went for the Beeza!

Thursday saw an MT13 squeezed onto the QD rear wheel, quickly off with the fully enclosed rear chain case to check the sprockets (this protection was to prove of real benefit) — a squirt of Duckhams into the forks to restore a bit of damping (only a bit!) and we were ready?

Road testing on Friday night overcame a blocked filler cap — they paint the things all over with anti-infra-red drab olive green; and repair a non-working speedo. That only left a few oil leaks and a tendency to jump out of third! Well, with such a power spread who needed four gears anyway?

We were ready.

Off to Scarborough the next morning to join the lads. Only two British bikes made the start and Motorcycle Mechanics seemed interested enough to take a picture of me and a tasty 500 Triumph Metisse.

The first trail — a greasy shaded track, fairly steep, sorted out tyre pressures and caused a few retirements with punctures and a brocken kick-start but the old BSA thumped safely to the top, to await the others.

Eh lass, it were magic. Beautiful scenery, good pubs, great company. Special thanks to the Lancashire guides for the best green lanes of the run (that takes a bit of admitting being a Yorkshireman) and particularly to the lad on the XL250 who seranaded a waitress in Hawes!

Thanks to everyone who pulled the auld lass out of the foulest smelling bog I've ever done a handstand in. Yes, a memorable weekend. Even riding with a hangover on Sunday could not spoil the fun.

Finally, thanks to Ken Canham for his superb organisation.

Three hundred and twenty miles round trip — two pints of oil — when is the next one?

Denis Matthewman, Stamford Bridge, York.

COMPETITIVE TRAIL RIDE, 13 MAY

No, not on bikes, on horseback! Whilst half our group (Derbys. and S. Yorks) were riding from Scarborough to Morecambe, six of those remaining spent a less energetic day marshalling and checking members of West Yorks EHPS on their 27 mile horse enduro around the Derwent Valley. Anne and Glen Stevenson, Terry Shepherd, Gordon Alexander, Ian Satterthwaite and I spent a pleasant day riding the roads and bridleways (with permission) in the area, chatting with the horse riders.

I turned up at the starting point bright and early at 8a.m. to find plenty of activity already going on: horses being unloaded, vetted, saddled up ready for the off, all under the organisation of a keen member of the Triumph Owners Club! (His wife being Secretary of the EHPS group.) Ian arrived soon after me and was sent off to unlock all the gates on Water Board property. The car park soon filled up and when I returned later, there was a long line of horse-boxes stretching out along the main road.

The organisers had been unable to contact one tenant farmer along the route and he was a bit non-plussed to find 90 horses and riders crossing his farmyard during the day. What's more, although a resident of 30 years, he did not know that one of the paths across his land was a bridleway (though little used). TRF diplomacy to the rescue!

There were five checkpoints and we took it in turns to man the three more distant ones. Lunch was provided for us in the form of sandwiches and cakes which was welcome. All the horses were through the TRF manned checkpoints by mid-afternoon, so we immediately set about collecting the route markers until we caught up with the horses and in this way we had everything tidied up at the same time as the last horse and rider reached the finish. Some of the EHPS members had themselves put up the markers on the previous day and it was noticeable in some places that they remained on horseback to do this . . . standing on the seat of a bike supported only by the prop stand, reaching out for branches in the wind can be a bit precarious!

We spent a while talking with some of the riders after the event and the suggestion was put up that we might like to take part in a combined horse/motorcycle event of some sort with a joint horse rider/bike rider trophy: which is an interesting idea that we will have to discuss. In any event, our assistance is appreciated, financially also, and we have been asked to help at two further events planned for later this year.

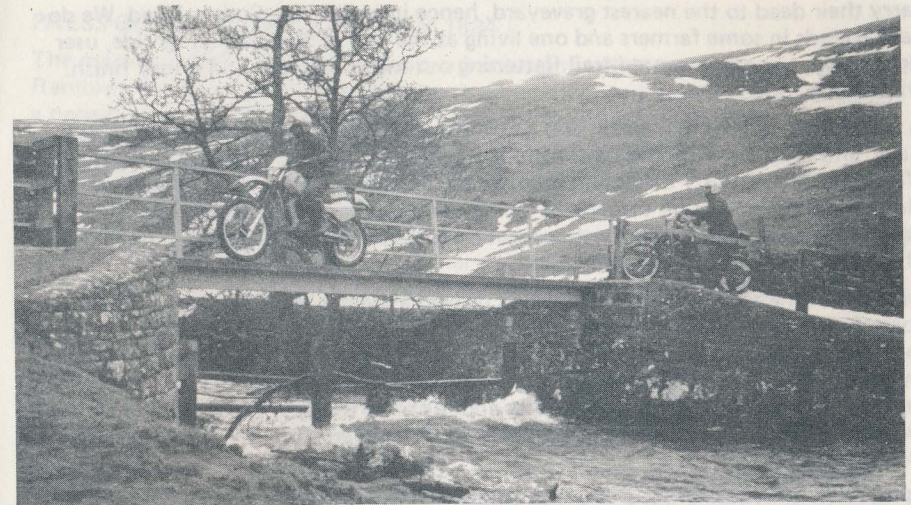
John Blackburn, Derbyshire and South Yorkshire TRF Group

Now that we're into summer and the trails are hot and dusty, just a reminder what 'real' trail riding is all about!

DALES RUN

A quick thaw chasing hard on the heels of a fortnight's heavy snow promised wet and muddy conditions for a run around Richmond and the Dales. Richmond was the meeting point, fixed for 9.30 a.m. Twenty minutes earlier anyone passing Scotch Corner could have had a lesson in XL250 maintenance as Pete Masters stripped his carb to cajole his bike back into action. I left him to his fate and the AA Relay.

On into Richmond and meet the rest and watch Dave Vaughan from Sunderland off-load his XR200, (idle rich). Pete must have had magic fingers as five minutes



before the off he arrived, explaining that the Honda had started as mysteriously as it had stopped.

Off to the garage for fuel and on to the first trail. Six bikes were out: Leo Crone XR200, Dave Vaughan XR200, Chris Wilkinson IT250, Nick Morgan IT250 (the only ones with trail tyres), Mike K LX175 and Pete Masters XL250. The ground was still frozen on the first trail from Marske to Helwith, so much for the thaw, with plenty of snow around.

The author was the only real man out that Sunday, or should it be 'idiot'? A ford at the end of the first trail was running twice its normal depth, around four feet, the others used the bridge, after all, one must justify the expense of plastic socks!

Four foot snow drifts put paid to any idea of using the Washfold trail and plenty of road work was the order of the day. Road riding can be boring in between trails, but not today, sheet ice made riding at full throttle a suicide decision.

Barningham was the next port of call and Nick remembered a route around the blocked trail. Although blocked by snow it was just passable by using the side of the track for about 50 yards. Mists of time, or Theakstons Old Peculiar must have blurred Nick's memory as we ended up three miles adrift from the crossroads we had left three-quarters of an hour ago.

We slithered and slipped our way back to the crossroads and decided to head back across Helwith. Once again I tried the plastic socks out in the ford. Riding on slippery, rock-hard ground needs a certain technique to avoid the back end slipping away with all the painful consequences.

Back in Marske we decided to ride one more trail before lunch. Fremington edge is usually a short ride from Washfold but with it blocked, a ten-mile detour was needed. Luckil! Fremington was passable. A descent into Reeth for food and a break from the torrential rain and wind. A leisurely lunch, mostly liquid (soup of course), was taken before we kitted up ready for the afternoon. With no petrol to be had in Reeth the three thirsty 2-strokes (11 miles in reserve on the ITs), headed back to Richmond. The rest of us, all on four-strokes, pushed ahead on a short but canny loop around Swaledale.

The first trail was an old double walled road supposedly used by the monks to carry their dead to the nearest graveyard, hence its name, the Corpse Road. We do have friends in some farmers and one living at the end of this trail let us ride, user rights only, a rocky ascended trail flattening out into a slippery and grassy finish. Oh, what a trail!

A sharp right turn onto a small, and I mean small, country lane, used by the Milk Race, and onto what should have been the penultimate trail. The road runs over Whitalside Moor, fairly bleak and desolate at the best of times, so a large snowdrift blocking the road was no surprise to us. Skirting one snowdrift we met another much larger one, half-a-mile further on. This meant another about turn, the story of the day, and back the way we came.

Back down the trail we had just finished proved a greater challenge for some of us. Sorry Pete, but I think everybody should hear this one! A huge endo over a large rock he insisted was not there before resulted in a radical change to the handlebar layout design. Maybe the bike was trying to tell him something at Scotch Corner earlier in the day. We straightened Pete, and his bike, the best we could and finished the day by going back down the Corpse Road. I wonder if monks had knobbles on the biers?

Apart from the snow drifts and a lack of open petrol stations an enjoyable day was had by all. By the way, the plastic socks worked well.

Leo Crone, Group Rep, Teeside TRF



The Author

PRESS OFFICERS REPORT – MAY 1984

The main problem in the national arena has been the Ridgeway incident. The Ramblers obviously had a press release to all national and local papers; it even got a paragraph in the Newcastle Evening Paper. I have written individually to all newspapers where this incident has been mentioned and I also sent a general circular about our reaction to the incident to all national papers and papers local to the Ridgeway.

In similar vein I circulated all relevant local and national papers about the Countryside Commission decision on the voluntary restraint. None of our comments were published to my knowledge. The Bennett Bill in the Commons scraped a few press lines and I wrote to several MPs about it, as did Brian Thompson.

I have written short articles about the TRF, who we are, what we do, what we want in the future, and sent these to certain national newspapers and the Countryside Commission newspaper. Nothing published yet, but these things tend to pop up at times quite remote from when they were submitted.

In response to requests at the AGM and from Ron Carter at a previous executive meeting I have prepared short articles explaining the TRF for submission to local papers by local groups/individuals. These are available from me on request, complete with B&W photos and I do not mind in the least if you hack the words about to make it 'local'.

The motorcycle press continues to mention trail riding on occasion although MCN seem to have given up printing my column recently. I'm afraid it takes blood, rape, perversion, etc. to keep their interest more than a month or two, and it's sometimes hard to make the lesser Puddlesea Group's annual run sound very exciting. Brian's column in T*MX News continues and Bill Lawless continues to express pro-TRF sentiments in his editorial column.

I have prepared some more display material, initially for use in the Otley Public Library window in June, thereafter for any group by arrangement. These large photos are not cheap and I ask groups to take care not to knock them about too much, 'though I would much rather they are worn out through use than left to gather dust in my garage.

The Harrogate BBT seminar proved good PR, as, I expect did the one in Exeter. The RA were there in force (Harrogate) but noticeable by their silence as usual at these gatherings. The BBT is most useful as a means of presenting us as almost normal human beings. I hope it lasts.

I have had some new publicity handout leaflets printed. They will double-up as posters for shop windows and have a blank space at the bottom for local group contact addresses to be entered. I suggest all larger groups buy a set of 'Able Labels' for about £2.50 and stick these on.

Thanks to Mike Cowling for the photo on this leaflet and his work for the new display material.

Does any member have a serviceable B&W photographic enlarger he can sell me cheap please? Getting B&W shots printed is not cheap or easy in these days of colour!

If anyone here went on the cross-England run or the Wales run will they please write it up for the Bulletin to encourage the others, and let me have details and photos for the motorcycle press.

Three of us from the Tyneside Group marshalled on another long distance walk at

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.

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IRISH TRAIL SAFARI — 10–15th September 1984

From what I have heard about this event, basic requirements are an ability to trail ride for six consecutive days, plus a firkin great capacity for Guinness.

Based at West Port, County Mayo.

Further details obtainable from:

Mick Maceoin, 1 John Street, Limerick, Eire. Tel: 061 464 42

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.

Beacons Guest House. B & B & EM. £10.50. 17 separate beds. Doubles and singles. Colour TV. Lounge, Bathroom. Two showers. Licenced. Private car park — 16 Bridge Street, Powys. Telephone (0874) 3339. R W Smith.

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.

TRAIL RIDERS FELLOWSHIP

Group and Group Rep.

LOCAL GROUP MEETINGS

Pie and Pint Night Venue

BOURNEMOUTH & POOLE

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

1st Tuesday – Dorset Soldier,
Corfe Mullen

BRISTOL

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

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

CAMBRIDGESHIRE

Hugh Mason, 3 The Green, Haddenham,
Ely, Cambs. Tel: 0353 740534

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

CHESHIRE

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

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

CUMBRIA

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

Golden Lion, Kendal

DERBYSHIRE & SOUTH YORKSHIRE

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

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

EAST MIDLANDS

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

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

EAST YORKSHIRE

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

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

ESSEX

Dave Andrews, 123 Burrow Road,
Chigwell, Essex.

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

EXMOOR

Roy Scrafton,
11 Lansdowne Road
Taunton. Tel: 54386

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

FYLDÉ COAST

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

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

GLOUCESTERSHIRE

Neville King, 19 Cleeve View Road,
Cheltenham, Glos. Tel: 0242 580852

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

HERTFORDSHIRE

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

1st Wednesday, Sow and Piglets,
Toddington, Beds.

LANCASHIRE

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

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

LODDON VALE

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

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

NORTH MIDLANDS

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

1st 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, Sow and Piglets,
Toddington, Beds.

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

Leo Crone
35 Flamingo Close, Darlington.
Tel: Darlington 282671

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.