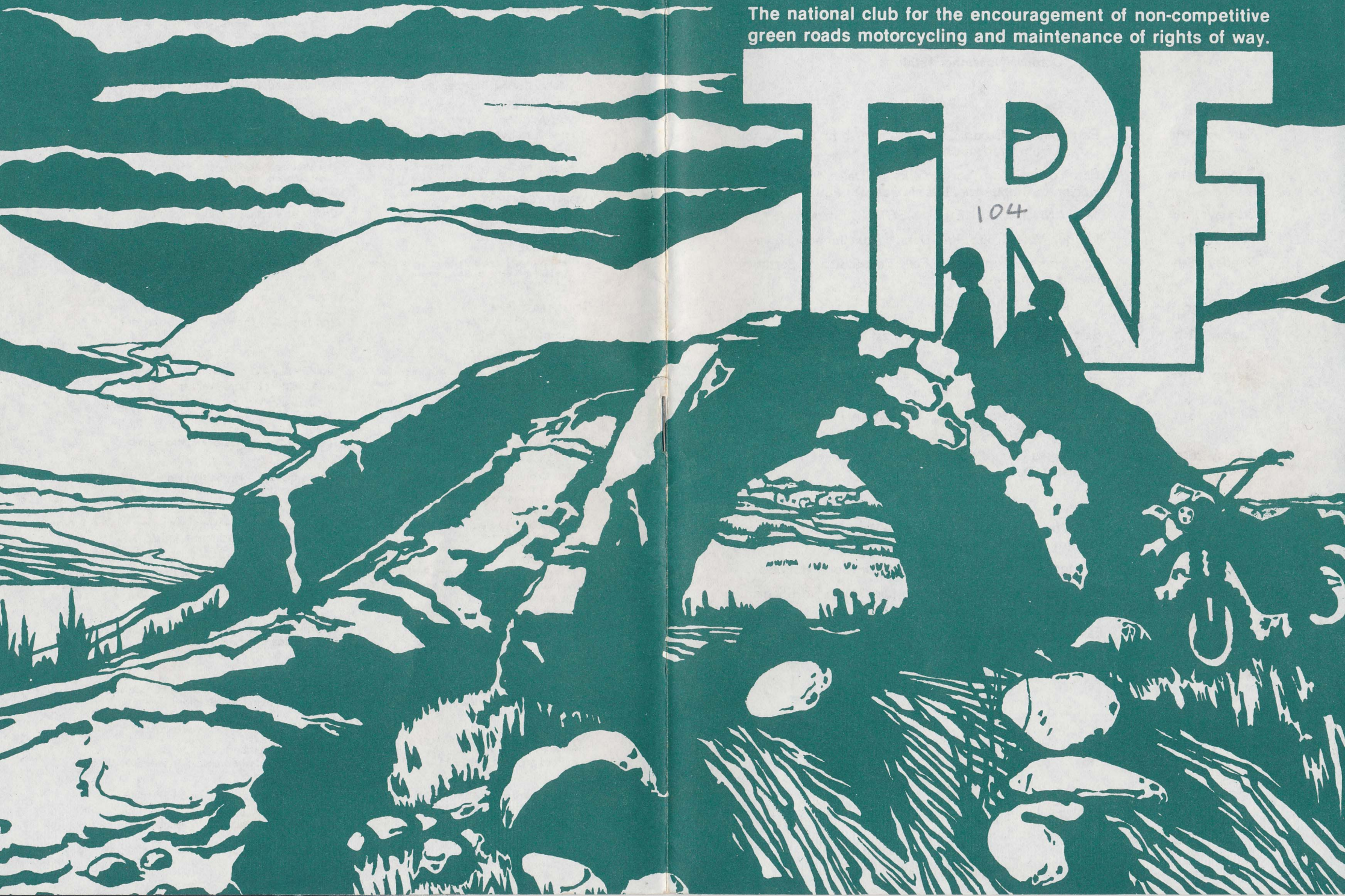


TRAIL RIDERS FELLOWSHIP

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

TREK

104



TRAIL RIDERS FELLOWSHIP

BULLETIN No. 104
October/November 1984

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 a.m. 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 a.m. Settle. Details from Don Burt.

NOVEMBER

- Sunday 11th East Yorks Group. Wykeham Forest. Meet 9.30 a.m. Pickering. Details from Don Burt.
- Sunday 18th East Midlands Group. Dove Valley. Meet Ashbourne. Details from Graham Chinnery Tel: Derby 810059.
- Sunday 18th Loddon Vale Group Run. Details from John Holloway Tel: Reading 785995.
- Sunday 25th East Yorks Group. North Yorks Moors. Meet 9.30 a.m. Helmsley. Details from Don Burt.

DECEMBER

- Sunday 9th East Yorks Group. East Yorkshire Wolds. Meet 9.30 a.m. Boothferry. Details from Don Burt.
- Sunday 16th Loddon Vale Group Run. Details from John Holloway.
- Sunday 16th East Midlands Group. Sewstern Lane. Meet Nottingham. Details from Graham Chinnery.
- Sunday 23rd East Yorks Group. Askern Mud Bath. Meet 9.30 a.m. Low Ackworth. Details from Don Burt.

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EDITOR'S RAMBLINGS

Sorry to have to open this month with a couple of apologies/amendments. Firstly, apologies for the page cock-up last issue resulting in Alan Kind being cut off in his prime . . . well his report was! Also, it is the Gloucester Group who are hosting the TRF AGM this month, not Bristol as stated last issue.

A printed sheet giving details of the AGM venue should be enclosed with this Bulletin courtesy of Ron Carter. The only details I have to date are that the AGM will be held on Sunday 14th October at Stroud Valley Sports and Social Club, Bath Road Trading Estate, Stroud, and that Dave Mayo may lead a run out on the Saturday if anyone is interested.

Please try and attend the AGM if you can, after all it is your opportunity to have your say in how your Fellowship is run. Two main issues on the agenda are likely to be; the impending closure of the Berkshire Ridgeway by Berkshire County Council and the case for/against the TRF as a whole supporting trail parks. You will remember that at the Executive Meeting in May it was decided that the TRF as a whole should have no interest in Trail Parks, but that if any individual or group wished to help their own area's trail park(s) they could. That seemed fair enough to me as personally I can't see what "Saving Green Lanes" and "maintenance of rights of way" has to do with setting up trail parks, after all, is the Ramblers Association bothered whether Lesser Smalltown opens a new running track or not? However, there are those who feel differently and they will have their chance to speak out at the AGM.

Moving on to the Berkshire Ridgeway. Berkshire C.C. have decided not to proceed with their proposed TRO on the Berkshire Ridgeway at the present.

I am pleased to see that touring bike/easy trail rides have got off the ground this summer and that more are planned for 1985. These rides not only give those without trail machines a chance to enjoy the green lanes but also serve as good grounding for beginners who may find the rigours of such lanes as Walna Scar too much on their first ride out. However, I hope these rides will not cause any separatism within the TRF, whereby trail bikes will not be welcome on touring bike runs and vice versa. As long as those on trail machines appreciate that the going will be slower and easier than most runs, and Joe Bloggs in turn doesn't turn up on his Aspencade and expect to conquer Roych Clough and Chapel Gate, then the two types of ride should work together.

If any Group wants their 1985 events publishing in the Bulletin, can they get their dates to me as soon as possible. Copy date for Bulletin 105 will be 26th October.

On a completely different note, on a recent Continental tour it came home to me what a tragedy to trail riding the "Learner Law" was, as Dave and I saw such unknown sights as an XL400 and DR250. It seems we are being saddled with either underpowered 125's or heavyweight 600's at the present. Anyone in the Army want to bring me back a DR250?

John Robbins of Exeter sent me this cutting from the 26th July edition of Exeter Weekender. As he says, it looks like Devon could become the mecca for trail riders in the very near future.

"COUNTRY ROADS MAY DISAPPEAR

Some rural roads around Exeter may become overgrown and impenetrable as part of a country money-saving scheme. They have been designated no-maintenance areas by traffic engineers in a bid to cut the rising cost of road repairs.

Engineers have drawn a map of the country's roads — which is available for public inspection — showing every road as a different colour depending on the degree of maintenance it is to receive.

The County Council has already approved a signposting policy aimed at encouraging people away from small lanes onto roads with a higher category of maintenance.

The scheme allows planned maintenance to be followed on the higher categories of minor rural roads. On lower categories maintenance diminishes to "green lanes" which would receive only enough attention to keep them open, and a sub-category that would be allowed to become impassable as they gradually deteriorated."

TOOL BAGS AND BELT BAGS — SPECIAL OFFER

We have available a limited number of good quality tool and belt bags made with the trail rider in mind, rather than the "travelling light" enduro man. Both units are made by MXA Limited, whose tank and seat covers are well known in the moto-cross world. Materials and workmanship are top class and each bag is literally hand made.

Tool Bags

Shaped to fit behind the seat, with a curved back to avoid catching on frame loops. Approximate size is 7" wide, 7" long, 4" high, which makes it big enough to take a good tool roll and a folded tube with room to spare. Fixing is by drilling through the glass fibre inner tray and bolting to the mudguard or frame with bolts supplied. Material is waterproof leatherette with the TRF initials in green across the back. Colour is black, but other colours could be made if there is sufficient demand.

Belt Bags

Square cut like a ski-ing bag and made out of light blue waterproof fabric with "Trail Riders Fellowship" across the top flap. Bigger in capacity than the lightweight Miller/Ellgren type, with a wide webbing belt strong enough to carry extra pouches if required. Fastening is with a good quality plastic snap buckle as fitted to modern rucksacks.

Prices:

Tool bags £12.00 Belt bags £10.50
Both including post and packing and VAT.

Please make cheques payable to "The TRF" and send to A.D. Kind, 3 Mitford Gardens, Wideopen, Tyne and Wear.

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, radically 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

A quick note to let fellow trail riders know of several Suzuki bargains. It is still possible to buy a TS 125N for the bargain price of £599. Now the good old TS 185 ERX can be had for similar money or less (last retail price £799). As with the 125 this is due to a cancelled export order and current UK learner laws. Not every dealer has stock of these models, so it pays to try one or two.

Denis Matthewman, (Suzuki Rep.) York.

HONDA CB125S – The (pen)Ultimate Green Lane Bike

I read the piece by my namesake, young Brian Thompson, in the Bulletin a few weeks back. He described his latest trail bike – a Honda XL185. His article stimulated me to such an extent that I jotted down some details of my latest bike. This too is a Honda – the legendary CB125.

Honda's overhead camshaft vertical single was first seen in this country in early 1971 as the CB100 model. This bike was a real eye-catcher, with the big bike looks that the previous generation of Japanese lightweights lacked. The CB100 had a near vertical cylinder, instead of the earlier Honda favourite of an horizontal barrel as used in their 50cc and 90cc models. The earlier T-shaped pressed steel frame was retained for lightness, but was modified by the addition of a single front downtube and a tubular steel rear sub-frame for strength and style. As there were no lower frame tubes, the engine acted as a stressed member.

The CB100 had an overall length of 74 inches and a wheelbase of just 47.4 inches. It was so carefully scaled down that you did not realise how small it was until you actually sat on it. It had a top speed of 70–75mph together with plenty of low down four-stroke torque. It had to be a winner. However it was perhaps a little too good to be true. Reliability was not all it might have been. My three year old model CB100 expired on the M4 near Reading and never really recovered.

In 1972 Honda boosted the capacity from 98cc to 122cc. The model CB125 was born and this was a winner!

My current bike is a 1974 vintage, bought with a mere 22,000 miles clocked up by its five previous owners. New tank colours were introduced in 1974, 1.8 gallons of petrol were surrounded by a choice of candy/ruby/red, candy/topaz/orange or candy/apple/green! Mine has been resprayed metalflake Dulux blue, which is a great shame, but necessary to mask all the dents. The frame and headlight shell are black and there is lots of shiny chrome on chainguard, fork shrouds, mudguards, indicators, etc. The only other change from earlier models was the use of a reverse cone type exhaust system to match the style of the rest of the Honda range for '74.

The tractable, punchy little engine gives smooth and progressive power from tickover right up to maximum revs, with no flat spots or carburation bothers. Maximum power is a claimed 12bhp at 9000rpm. The bike is good for about 70mph on the road – not quite as quick as the earlier CB100 but much more reliable.

The engine always starts easily, needing the choke only briefly from cold. The slow action twistgrip uses a Bendix linkage to pull the cable through a hole in the bars. This system allows a neat, uncluttered handlebar layout (and avoids the risk of tangles with brambles and the like on the rough).

The clutch is light and strong, but the Honda cush drive rear hub causes chain snatch at low speeds. The gearbox is a bit notchy at times, no doubt due to its age. The small single leading shoe drum brakes are smooth and progressive with plenty of stopping power for such a light bike.

Roadholding and steering are good, though the suspension is rather soft and under-damped by modern standards. 6 volt electrics give lights which are safe for country road riding in the dark, with a 5½ inch headlight giving a long dense main beam.

Although a good open road bike, quite capable of all day motorway cruising, the bike is clearly designed for city commuting. Light, low, slim and compact with a short wheelbase and turning circle, it is the perfect tool for scything through the traffic. A low first gear and the tractable motor means you can walk alongside the bike with the clutch home. Yet the quiet engine will buzz away from the traffic lights ahead of the crowd time and again without complaining.

The bike comes fully equipped for the road with indicators, mirrors, etc. Mine has a luggage rack fitted for increased versatility. With a fuel consumption pushing 100 mpg, what more could one ask? No wonder the CB125 and its derivatives have had such a long and successful production life!

And how about green lanes? Hopefully you have already picked out a number of desirable features. Low first gear, tractability, good turning circle, smooth drum brakes? The engine is the same as that used in the Honda XL125 trail bikes. It has been bored out to make the XL185 motor (see Brian's article) and expanded again to power the XR200, which is some other people's ultimate trail bike. With that sort of pedigree the engine should be OK. The final drive is identical to the SL125 Honda trail bike and the gear ratios are almost the same.

It is lighter, at just 200 pounds, than any of the 125 trail bikes on offer today. (Compare the latest XL125R prolink with the same engine at 235 pounds.) Couple this light weight with a seat height of 29½ inches and you can see that it is the easiest bike to get out of tight spots such as mud holes, washouts, fallen trees, etc.

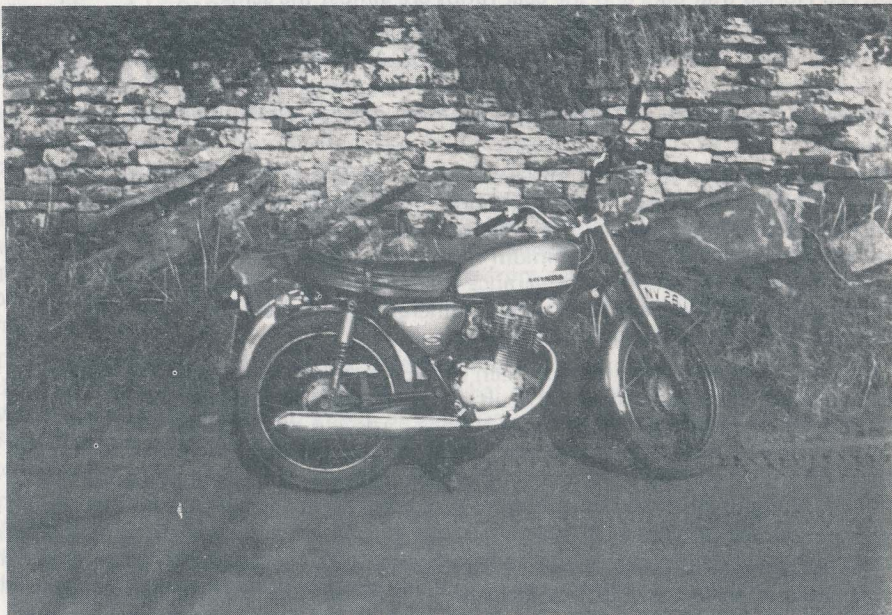
Naturally, I needed to make some mods on my bike, if only to show Honda that they could not design the ideal. I found the rigid footrests snagged on logs and rocks, so I replaced them with folding footrests from a scrapyard. The centre stand was removed and an aluminium frying pan pressed into service as a sump guard. Seven inches of ground clearance is adequate, but with no bottom frame tubes to protect it the engine was very vulnerable. Teflon coating is a luxury but does make the sump guard easy to clean!

The bike copes with everything a green lane can offer. It seems very well balanced provided you stand up for the difficult bits. It floats over rocks. It is stable over loose shale. It pulls up any incline. It tackles fords and streams with confidence. Even deep, soft mud is fine downhill. It cannot cope with muddy climbs because the 3.00 x 17 Avon SM road tyre on the back just cannot find enough grip. The old and rather bald ribbed Speedmaster tyre on the front tends to wash out on sandy bends but otherwise copes well.

The suspension limits the top speed over bumpy going. It is possible to achieve resonance between a series of bumps and the suspension so that the bike bounces progressively higher and higher, but easing back on the power restores equilibrium.



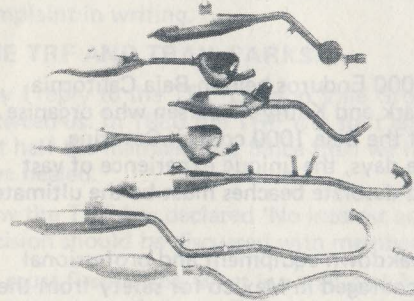
HONDA CB125S – The (Pen)Ultimate Green Lane Bike



Sammy Miller 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

£4.00 + 50p P&P

BELT BUM BAGS

£4.60 + £1.00 P&P

The exhaust is double skinned, and chromed of course, so there is no ugly instant rusting after each ride as on the average trail bike. After nearly ten years use the exhaust system is still intact. It is also very light and quiet. The ultimate trail bike system? I don't know. When it does wear out I can fit a chromed replacement high level system from Sammy Miller. This would allow me to tuck the brake lever out of the way of passing rocks. Then if I modified the torque arm I could fit a bigger back tyre. And a 21 inch front wheel. And if I fitted lighter mudguards, and then the electrics . . . ? Then I would have an XL125 just like everybody else! How boring!

My Honda is a bit slower on green roads than the average trail bike. This is partly due to the limitations of road tyres and suspension, but mainly due to the cowardice of the rider. So I use my Yamaha XT250 when leading group runs. It is difficult to say which bike gives me greater pleasure – the Honda or the Yamaha. But I am forced to admit that some lanes seem easier on the much lower, lighter Honda than on the 'proper' Yamaha trail bike.

I know many TRF members have used, and some still use, British and Japanese middleweight roadsters on green lanes. I used to use my Yamaha 350 twin until, after nine years companionship, I sold it in favour of the XT250. Many other members have swapped their middleweights for Japanese trail irons. I don't criticise them at all, but I do feel, as they must do, that they are missing some of the fun.

In the meantime I can enjoy the real challenge of pitting my little Honda against some of the best green lanes in the country, down here on Exmoor.

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

RIGHTS OF WAY NEWS – Brian Thompson

Berkshire Ridgeway

At Wantage Magistrates Court Mike Clark was fined a total of £170 plus costs for various technical offences, though the serious charge of careless driving was dropped by the Police. The injured rambler is taking further legal advice with regard to a civil action for a swollen leg and chipped tibia. Mike also has his solicitors costs to pay (say £200) so it was a very expensive Remembrance Day Ridgeway ride for this trail rider! All because Mike, like many others thought the Ridgeway (all 80 miles of Britain's oldest road) was private! Indeed for a while Thames Valley Police also thought so, and Mike's lawyer was unsure at first. Mike is *not* a member of the TRF, ACU or BMF but Gavin Sellars (the rambler) is a member of the RA but he only joined *after* the accident and the RA made the most of it, convincing the Countryside Commission that they must do something to punish all of us. The moral of this sad story is, don't go trail riding unless you and your bike are fully legal; and if you get caught, don't expect any sympathy from the courts.

By now you should all have sent a written objection to Berkshire County Council regarding their proposed closure of the Ridgeway to vehicular traffic within their county boundary. Green lanes that cross over the Ridgeway are not included.

It is hard not to feel bitter about this latest move to close the Ridgeway for good. The results of the 1982 voluntary restraint showed motorcycle use had fallen to 5% of all users. In 1983 by our own efforts (to satisfy the RA and Countryside Commission) we reduced use still further to a mere 2%. Despite the irresponsible use last November and that 'accident', on the facts and evidence we should have had a fair deal. Being motorcyclists we do not get a fair hearing and so must battle it out at a Public Enquiry. Berkshire have made the traffic ban under Section 1 of the 1967 Act which means they have to hold an enquiry.

How can Wiltshire see no need for any restrictions and neighbouring Berkshire think nothing less than a full 7 days a week permanent ban is necessary?

Stung by criticism from the Byways and Bridleways Trust that they have a negative attitude towards trail riders, the Commission are producing a 'Paper' with recommendations. A hopeful sign even if nothing much emerges. Meanwhile the Ridgeway closure order is not going well for the Commission, and it looks increasingly likely that all three County Councils will refuse to co-operate. Thames Valley Police have again expressed unwillingness to enforce a ban. Clearly it is going to be a long job.

Adventure Trail Rides in Mexico

You may have heard of the Baja 500 and 1000 Enduros held in Baja California Mexico. Whilst in the USA I stayed with Mark and Kathy Andersen who organise trail bike Adventure Treks using sections of the Baja 1000 course. Covering between 80 and 180 miles per day for three days, the unique experience of vast unrestricted riding in desert, mountains and desolate beaches must be the ultimate in trail riding adventure.

A full back-up service of food, medical, breakdown equipment and professional guides are provided. Lone riders are not encouraged in Mexico for safety from the elements and bandits! If interested write to Kathy Andersen, Adventure Treks, 26445 Sandy Creek, El Toro, California 92630. Both Kathy and Mark ride XR500's but the choice of bike is up to you and it is possible to hire a trail bike.

Video Film

The 25 minute "Evergreen Trail Ride" will shortly be available in VHS and BETA and bookings are already coming in from clubs. Contact either me or TRF Press Office, Alan Kind, 3 Mitford Gardens, Wideopen, Tyne & Wear. Hire fee is just £1 to cover post and packing.

The Channel Four programme "Wings Wheels and Water" on 25th May featured a film on trail riding. This will be included in the "Evergreen Trail Ride" video cassette. Well done Alan Kind who masterminded the Channel Four film which took two days to film in the Yorkshire Dales.

BEDFORDSHIRE

Bedfordshire County Council are soon to convert RUPP's to Byways and seek our help. Submit Byway claims with evidence to Mr. P. Smith, Arts and Recreation Dept., Cauldwell Street, Bedford.

NORFOLK

TRF member Andy Downes, 32 Upper Street, Gissing, Diss, Norfolk, has come forward to help save lanes and would be pleased to join up with other trail riders and try and form a new TRF group. Good to hear that there is at least one trail rider alive and well and living in Norfolk.

THE RAMBLERS ASSOCIATION

The RA have chosen a comedian as their new President, though TV cycling star Mike Harding seems an odd choice. At their annual conference they passed a motion to resort to breaking the law by mass trespassing if necessary. Can you image the outcry if we agreed to break the law in the countryside?

MAP MARKING

My son Steven provides a map marking service for Yorkshire, Derbyshire, Lakes and most of Wales for £2 each. Lawful green lanes are shown. Maps, cheques, etc. should be sent to me at 39 Warren Road, Thorne, Doncaster, DN8 5PP.

SIGNPOSTS

Many trail riders are annoyed at finding the wrong signposts on the trail. Usually they find Public Footpath or Bridleway on RUPP's and Byways. Complaints get no action. My advice is not to worry because it is the Definitive Map or Country Road Map status that is important. At the same time you should register your complaint in writing.

THE TRF AND TRAIL PARKS

May I reply to the TRF Loddon Vale Group Letters. Don't let this issue come between us. In 1980 the TRF was split asunder by Ridgeway squabbles and we lost half the membership. Since then we have achieved a great deal and the wounds have healed.

Now the TRF has declared 'No interest and support for trail parks.' I think this decision should be discussed with members at the AGM.

We must first define, what is a trail park? Is it a small 10 acre site used to train learners on rough ground? Could it include the more useful system of private trails offered to the TRF Lancashire group by sympathetic authorities?

Was Alan Kind our PRO wrong to spend a lot of time giving official TRF support to a 30 acre park in County Durham in an area devoid of green lanes and subject to trespass problems? A trail park might ease the problems affecting the Ridgeway, not make it worse.

The RA have not used any of these and other trail parks to try and close green lanes and I don't think they ever will. *I propose that we let each TRF group decide it's own response to what I see as a local matter. We should not try and dictate to all 31 groups what they can and can't do. Evidence decides the status of green lanes, not trail parks. Under the 1981 Act the only test is if vehicular rights exist.

*This item to stand as a motion for the AGM.

If anyone has any comments on the above, at this stage, please address your comments to the AGM and not me! — Rosie.

If You Can't Buy It Build It!

What makes a perfect trail bike — good handling definitely; 4 stroke engine (I hear you all shout) and light weight, especially for me, with worn out knee joints. Well, what can you buy today? A restricted 125, a heavyweight 600, or of course, the super XR200, 250 and 350 Hondas, perhaps the ideal machines for the serious green laner.

Well I have decided to save money and build my own machine. After owning a Suzuki PE250 and being very happy with the suspension, I chose to use a Suzuki chassis. I went along to my local friendly Suzuki dealer, Pete Taylor in Chippenham and £200 bought me a little used RM100 motocrosser complete with spare frame and forks.

The obvious engine to use was the Honda XL185 and after a little searching I saw one advertised in Northampton and drove up to collect it. Sixty pounds changed hands and I was ready to start.

First step was to remove all the 2-stroke bits from the RM and an advert in T&MX News netted me £80 back for the engine, ignition system and exhaust. The phone hardly stopped ringing.

It soon became obvious that the XL185 engine was not going to fit into the frame in a sensible position, so taking a deep breath, I sawed out the bottom tubes from the frame which made all the difference enabling me to locate the engine in it's perfect position. I cut off the rear engine mountings with an angle grinder and then spent a long time setting up the chain line using a straight edge along the sprockets and anything I could lay my hands on to chock the engine up into its final position. (Both RM100 and XL185 use 428 chain on the lefthand side). With this done I made up the rear engine mounts to suit, and tack welded them onto the frame. At the front it was possible to use standard Honda engine plates with the holes slightly elongated. The engine was in and I felt pretty pleased.

The bottom frame tubes were the next problem, but by reversing them and adding a couple of inches of tube, I soon had them back in situ and had only lost about 1" of ground clearance at the front and nothing at the back.

I bought an exhaust system from Sammy Miller at £40 and with a little bit of cutting and welding this was soon tucked into place quite well. Pete Taylor came up with a lighting set from a Beta trials bike and the local breaker provided a Honda CDI box.

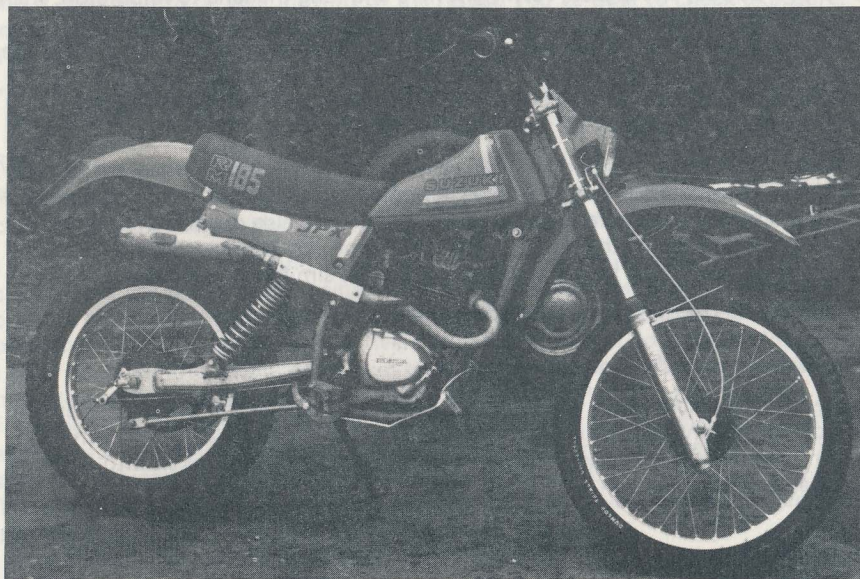
Next followed the long tedious job of welding up all the joints and welding on brackets for CDI, exhaust, brake light switch, etc. When I tried to kick the engine over, the footrest was in the way so these had to be moved forward an inch to clear. The rear brake pedal was fouling the bottom of the engine so I had to make another pedal. I was beginning to think I'd never get it all finished. A friend at the local engineering works made me a huge alloy "bash plate" and I welded up a second air box to link the carb at the top with the filter exit at the bottom.

Finally everything seemed to be working OK so I took the whole thing apart again and gave the frame to my friend at the engineering works for shotblasting and spraying in Suzuki blue. The frame came back looking great and even my welding looked OK under the paint, so I started the final assembly. This was the most rewarding part of all. The wiring was so simple using the Beta kit which came complete with loom and switch. The Honda generator was very suitable. I used the main headlamp output to run all the lights and the battery charging output to run the brake light. This works very well.

I still didn't have a speedometer, and after a fruitless search round the breakers for a suitable hub backplate with speedo-drive, I bought a complete kit from Sammy Miller for about £18.

The feeling of achievement was intense when it started second kick, and I gingerly went off down the road for a try out. To my amazement there was no problem. Everything worked and felt right, I was pleased.

I had one more thing to do before I could ride it in earnest, as yet I had no registration no. I picked Tim Salveson's brains on this as he had recently registered a Maico for enduro use. First I had to contact the local Customs and Excise Office and they sent me a form to fill in with details of the bike. They then asked me for £15.80 Car Tax which I thought was very reasonable. I then took the receipt for this to my Local Vehicle Licensing Office after first getting an MOT certificate from Pete Taylor on the frame number. The LVLO then issued me with a tax disc and reg. number — Q293 VAM was on the road!



The bike has since proved to be all I had hoped for and I am really pleased with it. However, in the near future I hope to fit an XR200 piston and camshaft to create a bit more go!

I hope this has been of interest to readers and encourages others to have a go at a special. Thanks to everyone who helped me on the project and especially to Jean for all the coffee and understanding!!

Steve Thomas, Bristol Group

Touring Bike Green Lane Run, 12th August

This was arranged at short notice in place of another run for older machines, which it had not been possible to organise in time.

Six machines and riders took part; the oldest bike a 1934 MOV Velocette, the others being a 1960 BSA250, an MZ150, a Triumph Bonneville and two BMW R80/7s.

A start was made from Baslow soon after 11.00 a.m. and the run was led at a leisurely pace through Bubnell and up the gravel road called Deep Rake to Longstone Edge. From here we went down into Monsal Dale, past the old mill, then climbed steeply out of Miller's Dale via Long Lane to the A6 Buxton Road. We stopped on Sough Lane on the climb up to Taddington Moor to admire the marvellous view over Miller's Dale. With a clear blue sky and warm sunshine, we couldn't have asked for a better day.

By this time a thirst was developing so we made tarmac tracks along the byways through Monyash and Youlgreave to join that super winding road past Winster to Grangemill and the Hollybush Inn, always a welcome sight to motorcyclists.

After lunch, we followed one of the old lead roads, now a four mile stretch of green road past Minninglow Hill and across the old railway line, now High Peak Trail, to Hartington, where for the first time we realised just how busy Derbyshire can be on a Sunday in August. Turn right here and long the lane to Middleton, then down the valley again to Rowsley, from where Park Lane led us into Bakewell. It was on this lane that we met the only other vehicle in our mileage away from the tarmac; a tractor carrying a load of straw bales (and dropping the odd one) back to the farm. A direct route via Hassop and Carver Sough led us to the cafe at Stoney Middleton and pints (or half pints) of tea.

We all enjoyed the run. Three riders had never previously turned a wheel off tarmac and although they later admitted to some apprehension at the start, this disappeared as the miles passed and there were no mishaps. This run also opened their eyes to the variety and nature of the public roads which one can ride on a bike. If opportunity allows, then I hope to organise another similar run next year.

John Blackburn, Derbyshire and South Yorkshire Group

Easier Trail Rides in the Yorkshire Dales

Are there any members who would like an easier trail ride in the Dales? If there are then you could contact me on Otley 466901 and I will arrange a suitable run if it is for 2 or 3. Individuals can easily be fitted into a planned run or taken into account when planning the next run.

It is not difficult to plan an easier day in North Yorkshire as we are spoilt for choice of lanes and planning is done around cafes, pubs, petrol stops and coffee stops. Often reversing the route will make things much easier. This is ideal for the older bikes/riders, beginners, returners, road bikes, outfits, etc. but not for clapped-out, badly prepared and badly maintained bikes. Trail riding is fun, come and enjoy it. Good riders can always make things harder by carrying a pillion passenger, thereby enjoying the day and not waiting around for the others.

A sidecar outfit is good fun and with the cost split two ways it can be a cheaper day out. A trials type will go anywhere that a solo can.

Anyone interested in riding in Yorkshire, visitors or residents, if they contact me on Otley 466901 I can make arrangements to suit either the individual or the group.

Gordon Thackray (alias Kaptin Ook), West Yorkshire Group.

CAMERAS SUITABLE FOR TRAIL RIDING

I think I must have taken about every camera I have owned trail riding at some time or another (my Pentax being the only exception as it is the most expensive), with varying degrees of success. The easiest to carry and quickest to use was a horrid little orange and blue instamatic 126 that my sister picked up in Algeria! The only disadvantage was that the picture quality was none too good and in winter I had to take photos between the hours of 11.00 a.m. and 2.00 p.m. or the sunny/half sunny "f" stops just couldn't cope.

For a short time I took an Agfa 110 but that fell apart after only a few rides so was rather a waste of money.

My best shots have been from an old Zenith E. As these big, heavy, bulky cameras can now be bought for as little as £25 new I wasn't exactly risking much by taking it trail riding. Even in wet and misty Lake District conditions it took some good shots although I'm the first to admit it's not exactly a point and snap camera, and it does help to be well in front of the rest so you've time to check exposure, focus, etc. and hope that one of your mates is going to do something silly . . . and they usually do if someone has a camera handy.

I'm still looking for the perfect trail riding camera, and maybe you are too, so I hope you'll find some helpful hints and tips in the following.

Rosie

Photographs of trail riding always attract plenty of interest when passed round at club meetings. They can also be very important as user evidence at a Public Enquiry.

I have a Pentax 110. This single lens reflex (SLR) system using the 110 film cassette has the advantage of being very small and hence easily stored away in a pocket. The standard lens (24 mm, equivalent to 50 mm on 35 mm) is OK, but photos of your friends falling into rivers or getting stuck in bogs always look small. I have the telephoto lens — equivalent to a 100 mm lens on a 35 mm camera, which brings everything a little nearer and hence clearer. The Pentax only requires focusing as the exposure is automatically selected. The film is easily loaded and will accept a fast ASA400 speed film, which makes action shots sharper as 'camera shake' is reduced, or the other more commonly used 100 and now 200 ASA films. The only disadvantage is the small size of the negative which makes enlargements a little fuzzy.

Most of my friends carry Olympus XA cameras, which have the advantage of 35 mm film with a compact size. Peter Masters and Leo Crone have some fantastic slides of their trail riding in Norway, the Alps and Spain, taken on this camera.

There is a wide choice of compact 35 mm cameras now on the market, but surely the most suitable is the Hanimex Amphibian — it's waterproof — and floats!

I have seen some of Mike Cowland's photographs (he's a press photographer) — the quality was excellent — sharp focus and depth of field, but the equipment was pretty heavy and expensive. Personally I think his black and white photographs look better than colour prints.

Perhaps in a few years there will be someone with a video camera on a trail run. However, I would encourage anyone to take a camera — even the humble instamatic can give good snaps.

The important part of taking good photographs is to be the fastest member of the group. You have to race ahead, take off your gloves, after parking your bike, remove helmet, get out camera, wind on film, focus, and all before your subject comes into view, otherwise you get loads of snaps of rear number plates disappearing into the distance.

When you get your photos back, you always seem to have shots of everyone except yourself!

Dave Vaughan, Sunderland.

P.S. Does anyone use a sidecar on the trail roads?

Agfamatic 3000

I use an Agfamatic 3000 pocket camera; it takes 110 cartridge films, measures roughly 4½" x 2" x 1" and weighs 6oz. The reasons I bought this particular camera are:

1. Its small size — makes it easy to carry in a Trialmaster pocket.
2. The camera casing closes over the lens and viewfinder — much less prone to damage when I fall on top of it.
3. Simplicity of use — just four aperture settings marked by simple symbols and a large red shutter button. The film cartridge just drops in the back.
4. Speed of deployment — I can put the bike down, get the camera out, slide it open, aim and press the shutter release before Brian has even climbed back up the bank let alone picked his bike up.

I have had the camera since 1976 (when it cost £28) and it has been completely reliable, taking good quality photographs. It comes with a soft vinyl carrying case fastened with velcro and the only extra protection I give it is a plastic bag if the weather is bad.

The body has been slightly modified. Because I lost my previous camera on a brown lane somewhere in Wales, I have painted this one bright yellow, and Dymo taped my name and address on it. When you drop your camera in 6 inches of glutinous sludge it is surprisingly difficult to spot if it is matt black.

Nick Walker, Hounslow, Middlesex

Olympus XA2

One of the many compact 35 mm cameras available at the moment. The camera is used without the separate flash attachment when trail riding so the dimensions are without flash attached. The camera is 4" long x 2½" deep x 1¼" wide and weighs 9oz. The lens is exposed by means of a cover sliding along the camera revealing lens and ASA (film speed) meter which accepts films from 25 to 800 ASA. The shutter release button is on top of the camera and is coloured an ominous blood red. At times it can be temperamental and refuse to take pictures no matter how hard you press. This usually happens when the local expert has his bi-annual endo! The usual reason is that the previous frame has not been wound on properly.

Three focus lengths are available though I tend to use the normal setting, but close up and long distance are available. Self focusing and automatic light meter means snap open the cover, press the button and, providing good light and steady hand are present a good picture will always prevail.

There are three XA2's in my group and all have seen some heavy action, including a 40 ft drop down a shale slope in Norway, and none have shown any ill effects to date.

The presence of a camera on a run out always yields some great crashes usually in bogs and always in slow motion.

I always take my camera when riding new lanes and am at present collecting a photographic record of the lanes in the north of England.

The Olympus XA2 retails from £65 — £85 with flash and batteries for the camera only.

Leo Crone, Darlington, Co. Durham

I have used two types of camera, both successfully, on trail.

35 mm Chinon CS SLR

This camera takes excellent pictures but is bulky to carry and MUST be protected from vibration and contact with water. Having a mechanical mechanism there are lots of tiny screws and springs which could come loose inside the camera movement. Water and dirt would soon jam the shutter and lens mechanism.

35 mm Compact Fully Automatic Petri Camera

This takes good pictures in any light, is almost half the size and weight of the SLR and has less screws and springs to come loose. The only disadvantage is it has a fixed lens so anything over 20 ft away appears very small in the picture. The lens is semi wide angle so shots of steep climbs, etc. appear more like wide flat roads.

The best protection I have found for a camera is, 1st, a polythene bag to keep out water and dust; and 2nd a piece of "bubble pack" polythene to protect from vibration and knocks. Padded bags could be used instead. Also, as the rider's body affords good protection from vibration, carry your camera in a back pack or shoulder bag. Do not be tempted to strap it directly to the bike as vibration is too severe.

The only other point on protection is to avoid "cooking" the camera by keeping it in a hot place, like near the engine, or under layers of black clothing in hot sun. Too much heat can melt the grease on parts of the mechanism and if it runs onto the shutter blades or film, etc. the camera may then malfunction.

A.F. Wain, Cheshire Group

And finally, Steve Pighills, who says:

1. Type: Abandon all thoughts of 110's and disc cameras. The very small negative size means that pictures have poor definition.

Abandon all thoughts of SLR's unless the weather is very good and the trails very smooth. They are just too big and awkwardly shaped.

Consider seriously the latest type automatic focus, wind on, everything 35mm cameras. They give super foolproof results and only have two disadvantages — they are still rather bulk and at £70—£100 rather expensive to fall off on, or drop in a river.

This leaves us with the miniature 35mm cameras such as the Olympus XA series or the Cosina CX2. Cameras of this type cost £30—£50, the best have maximum aperture of F2.8, so you can use them in poor light and automatic exposure control. They are very small and light, plus have built in lens caps.

2. Film: Use the new high resolution colour print films, take slides for showing at the club, or try black and white so they can be printed in the TRF Magazine.

Use ASA 200 or ASA 400 film for the opportunity to work in worse light or to ensure higher shutter speeds to freeze action. You can also then adjust the ASA setting on the camera to under or over expose if you don't believe the camera's meter will work accurately, e.g. when shooting against a bright background.

3. Carrying: I use the camera's soft case plus a plastic bubble envelope, plus, if it's very wet, a snap seal plastic envelope over all this. Packed like this my Cosina CX2 still fits in the top pocket of my Belstaff and haven't suffered damp or impact yet.

4. Lastly: Remember to take photos!

TRF MEMBERSHIP RENEWAL IS DUE ON 1st JANUARY, 1985.

Renew in advance or you could miss out on the first Bulletin of 1985.

Send to Membership Secretary's new address:

Glebe House, The Square, St. Colomb Minor, Newquay, Cornwall TR7 3HD

★ ★ ★

Best Wishes and Get Well Soon to Leo Crone who has recently had an accident whilst riding his XJ 650. His bike has a wrecked front end and Leo has a fractured foot.

★ ★ ★

NEW TRF GROUP

Is there anyone in the Swindon area interested in forming/joining a new TRF Group? If so, contact Ron Carter (address and phone number under Bristol Group Rep.)

★ ★ ★

BUM BAGS

The guy who is making the TRF Bum Bags/Tool Bags (as advertised earlier in this issue) has donated three Bum Bags to the Fellowship.

The bags are royal blue, two of which have KTM on the back in white.

Alan Kind is selling the bags with the KTM logo on for £5 and the plain bag for £6.50 all proceeds to TRF Funds.

Alan will have these and the TRF black/green bum bags and tool bags with him at the AGM for anyone interested on the day.

★ ★ ★

Alan Kind wishes it known that the idea for the TV programme on trail riding came originally from Mike Cowley and not from him. Alan also has a video of the TV film should any group wish to borrow this.

★ ★ ★

RIGHTS OF WAY OFFICERS

When your Group changes its Rights of Way Officer please let Brian Thompson have the new officers' address so that Brian can forward any relevant ROW matters to the relevant person. A delay in sending details to the wrong person could result in losing lanes.

★ ★ ★

WELSH COAST TO COAST RUN

Ron Carter says he was badly let down by leaders, but in the event there were 38 starters, 24 finishes and £116 was raised for the TRF Fighting Fund.



TRF Press Officer, Alan Kind, embedding somebody else's Suzuki 250 ERN into the Broadway across Hexamshire.

It was all soft see? And I thought "If I keep going at a fair speed I'll get through OK" Then all of a sudden there was this soft green patch just in front of the wheel. "Oh dear!" I said, proving once again that projectiles describe a parabolic curve before they descend to earth.

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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, "Brekaryl'n", Mellbeeks, Cumbria. Tel: Kirkby Steven 71780 (after 6.00 p.m.)

FOR SALE: Yamaha DT175MX, excellent condition, taxed and tested. Preston Pettys £235. Many spares. Tel: Tring 0442 82 3531

TRAIL RIDERS FELLOWSHIP LOCAL GROUP MEETINGS

Group and Group Rep.

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 Srafton,
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 Edward's 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.