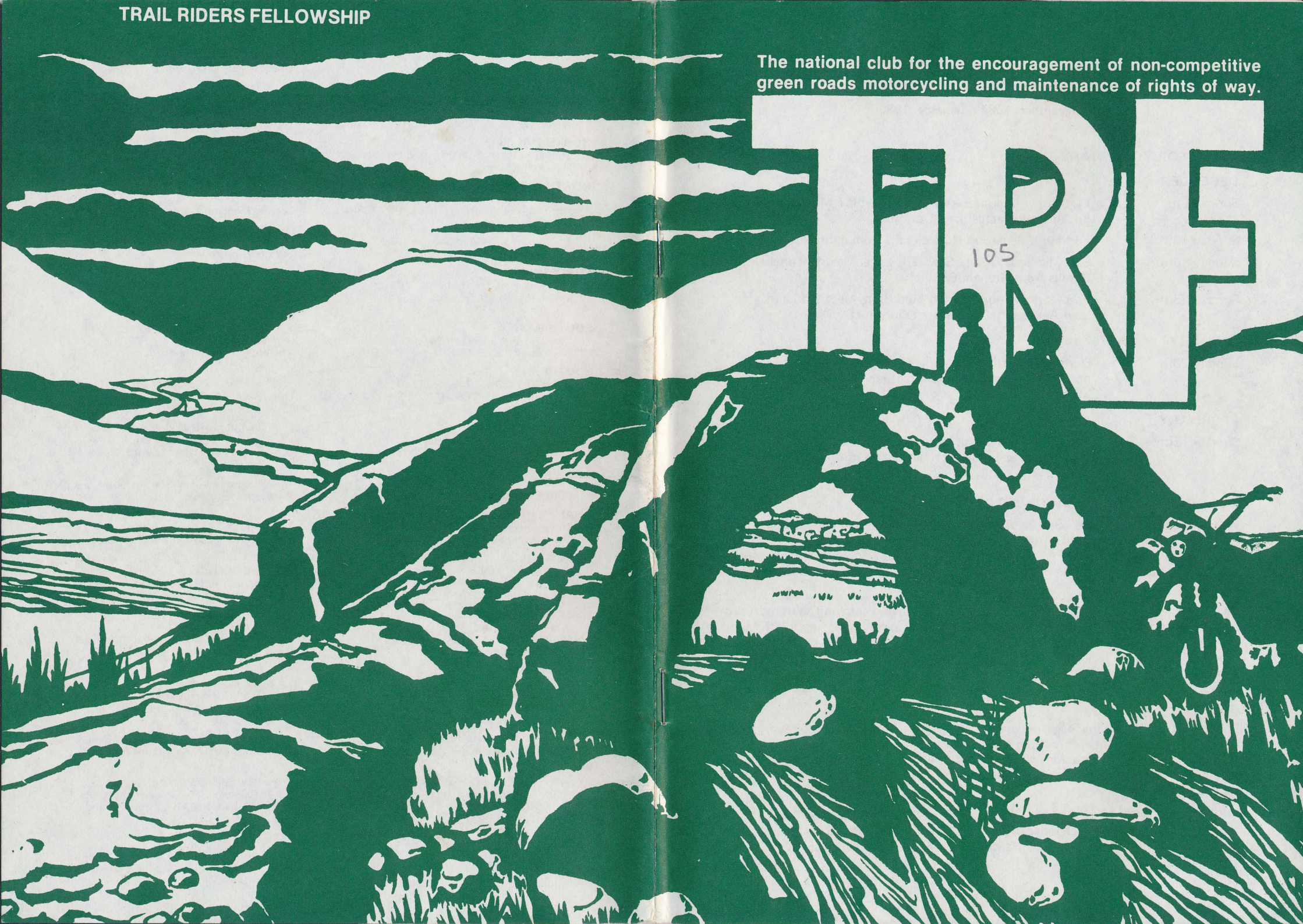


The national club for the encouragement of non-competitive green roads motorcycling and maintenance of rights of way.

TRE

105



TRAIL RIDERS FELLOWSHIP

BULLETIN No. 105

December 1984 / January 1985

DATES FOR YOUR DIARY

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.

JANUARY

- Sunday 20th Derbyshire and South Yorks Group Run — north Derbyshire area — contact Ian Dunsire for details. Tel: Barnsley 742475.

FEBRUARY

- Sunday 17th Derbyshire and South Yorks Group Run — 'Last of the Summer Wine' area — contact Ian Dunsire for details.

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.

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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 incl. post, packing and VAT)

Please make cheques payable to "The TRF" and send to:
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EDITOR'S RAMBLINGS

Firstly, apologies to the few of you who did not receive AGM details with the last Bulletin as promised. At the eleventh hour I found I hadn't enough to go round and in the last 60 minutes there wasn't anything I could do.

As AGMs go, this year's was reasonably well attended — around 10% of the membership being interested in the affairs of the TRF. Some notable points to come out of the meeting were that, at long last, membership has broken the 1000 mark, and let's hope we can keep you all, even with the £2 increase on the subscription. It's still excellent value for money at £8; I know of some One Make clubs whose annual subs are over £14. A growth in membership must reflect the increased publicity the TRF has received this year, not the least of it generated by our Public Relations Officer, Alan Kind. Many thanks, Alan, your hard work is much appreciated. The Coast to Coast Runs were not without their publicity and, in this year we remember one of our founder members, the late John Ebbrell, it is coincidental that whilst thumbing through a 1967 issue of the *Motor Cycle* I came across an article written by this man. A trail riding article with our intrepid John taking to the Welsh mountains on a Triumph Mountain Cub, tackling such lanes as Monks Trod.

For those of you wanting up-to-date information regarding rights of way matters, it may be worth getting your name on the mailing list for the Countryside Commission's bulletin—*Countryside Commission News*. As well as finding out what the Commission are doing, it gives you a chance to write back with the trail riders' views. I believe the 'News' is free and anyone interested should write to:

Countryside Commission
John Dower House, Crescent Place, Cheltenham, Gloucestershire GL50 3RA

On the subject of rights of way, I plan to compile a list of group Rights of Way Officers to publish in the Bulletin. If you are a Rights of Way Officer, write to me with your name and address.

Still on the subject of Rights of Way, the question of a full time R of W Officer for the TRF was raised at the AGM and, no, it does not automatically mean Brian Thompson! However, our funds just do not run to employing and paying someone full time and several ideas for fund raising were put forward, one being for each member to donate say £5 into a fund for such an officer. What do you think? Let the Exec. Committee or your Group Rep. know so that the matter may be discussed further in the light of any comments.

In view of the fact that we have many new members now who may know nothing of the early years of the TRF, Alan Kind is thinking of compiling some sort of booklet/pamphlet/piece of scruffy A4 paper about the early TRF. What he would like to do is to use interesting articles/letters from the old bulletins/newsheets which sum up any contentious or humorous issues of the day. These could then be sold for a nominal arm or leg to raise funds.

Can you help? Do you have any of these early bulletins/newsheets, or even a good memory? Alan would like to borrow these to extract any relevant information. I have bulletins for the last six years, so we are looking for information pre-May 1978. If you can help, contact Alan Kind.

Finally, my thanks to Dennis Matthewman and Denis Carse for keeping me posted on the up-to-date new bike prices; your help is much appreciated.

I think that about wraps up 1984 and it just remains for me to wish you all a very Merry Christmas and a Happy New Year!

LETTERS

In answer to Dave Vaughan's P.S. — yes, someone does use a sidecar on the trail roads! We came across 'it' during a run out during the summer. We had nearly got up the nasty little gully out of Horsehouse when we came upon an XT500 with a trials type chair on the side. There was a horde of solos in attendance, all trying to get it out! After a lot of pushing, pulling and a quick bout of community swearing, it was finally extricated.

The exhaust took an interesting route, making a sharp left turn near the gear pedal and along the front of the chair to exit out of the side, giving the lady passenger central heating for her feet.

Everyone was smiling, or maybe it was because I had my camera out. Anyway, it chugged on happily; there are some brave people about.

Simon Thompson, Harrogate, North Yorks.

YAMAHA XT250

Congratulations on an excellent article on the XT250. I have a 'W' reg machine bought two years ago. Modifications include Stadium mudguard, reduced wiring and a smaller headlamp.

In your article you mentioned that the earlier models had a 17" rear wheel which limited the choice of tyres. Mine is the older model but I would point out that it is possible to fit an 18" rear wheel, which I have, shod with a Michelin T61. No trouble at all, even with the wheel right forward. I also lowered the forks to lift the front of the bike to compensate for the larger rear wheel.

Altogether a great bike.

Dave Preskett, Hertfordshire



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, 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.

HONDA
ENGINEERING THE FUTURE

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

On behalf of the eight members of the Hertfordshire and North West London Groups who attended the AGM, may I take this opportunity to thank the Gloucester Group for hosting the event.

Particular thanks go to Ron Carter, Eddie, George and Bob for organising the ride around the Stroud area on the Saturday, and also to Dave Mayo for the use of his house as a meeting place and overnight parking-lot.

The scenery was magnificent, the leafy lanes, hills and valleys making for varied and enjoyable riding. We were surprised to find that we were the only non-local riders present – everyone else missed a treat!

Paul Richardson, Hertfordshire Group Rep.

May I, through this Bulletin, answer several letters I have received on the subject of recording the evidence of use of RUPPs, etc., with a long term view of speedy, ready access. It was mentioned by our Group Rep. in a short piece on 'Loddon Vale Group' in a previous issue, and it seems to have provoked many enquiries with opinions varying as to techniques.

My main concern at present is to accumulate data in a simple form and, since most of our regular lanes are on two local maps, we are also trying to mark these by dayglo pen – different colours for each year.

I would like to thank all who wrote to me, and ask that anyone having such a system in operation should let me know how, particularly on the problem highlighted by John Blackburn – that of identification numbering.

Who knows, we may all end up with a common system—wouldn't that be something!!

Colin Patient, Loddon Vale Group

I'm sure many readers may have read that the FIM and ACU now rule that motocross tyres are not to be used for enduros. The new enduro tyre, with its 38% tread area, is supposed to lessen land erosion. All enduro riders I have spoken to are opposed to this piece of legislation, mainly as grip during acceleration, and probably more importantly, grip under braking, will suffer.

I use knobblies, as do most trail riders in my area, and I find I can get anywhere, nearly always without too much wheelspin. Knobblies have been the subject of magistrate court cases – some people have been fined for their use, and others acquitted. These new enduro tyres should avoid any grey area in this law – most are apparently speed rated to over 90 mph on tarmac! However, I will carry on using old enduro cast-offs on my trail bike, so, when my Metzellers run smooth I may have to fit an enduro tyre!

Dave Vaughan, Sunderland

PS I can recommend the bum bags Alan Kind has had made – ideal Christmas presents, and very well made but, most importantly, for the Boxing Day runs, they can hold four large cans of beer!

As a new member of the club, I wonder if I could 'borrow' other members' experiences. I have recently purchased a 1978 Honda XL250S in good condition and would like very much to hear from other past or present owners about any worthwhile modifications, potential problems and general hints about this machine. Any info. either via the mag or direct to me would be greatly appreciated. If anyone writes to me directly, I'll gladly refund any costs incurred.

Julian Palmer, 15 Mead Park, Bicklington, Barnstaple, Devon EX31 2PF

An owner's report on the XL250 and/or test report on the XL250 should be appearing in the Bulletin soon; however, the best laid plans of mice and editors.....

I wrote to my MP because the West Yorks County Surveyor had not replied to a letter from me pointing out that footpath No.66 in the Ripponden area (definitive map) was an ancient highway, clearly shown on Greenwoods pre-1835 map. They have replied that ancient highways are maintainable at public expense, and rideable by motorcyclists.

This is what I told them in my letter. Who is banging whose head?

E. Wilkinson, Bradford

PS The cam chain tensioner on a Honda XL185 does not work. Set it by hand, or machine away a rib with the cam chain. You have been warned!

I do wish John Holloway (Loddon Vale Group) and others like him would cease knocking Brian Thompson for his Trail Park involvement.

I am at present researching Trail Parks for my Local Authority and it may be of interest to John to know that anyone who rides a trail bike off road is known as a 'Trail Rider' by the public at large.

Is it any wonder therefore that the Trail Riders Fellowship is approached by the uninitiated when seeking help on trail parks? Perhaps it's time for a change of name to something like 'Green Lane Riders Fellowship' – neither the public nor the RA will then associate us with trail parks!

Until that day, however, what should B.T. and others such as myself do? Stick up two fingers and walk away perhaps? If we do then those less knowledgeable will be consulted and the resulting trail parks may not serve their purpose – one of which is, to my mind, to 'mop-up' the hordes of indiscriminate 'trail' riders who care nothing for the countryside and cause the real friction between ourselves and the RA.

I am convinced that if every town had had an adequate trail park ten years ago the rider/rambler confrontation would never have reached significant proportions. Take the recent Scarborough/Morecambe run. Beautiful weather for ramblers, yet we encountered only half a dozen or so in 150 miles, all of whom were good natured. No, the riders who stir it for us are those on the fringe of big towns who could be well catered for by a system of good trail parks.

OK, so the RA could say, 'you have Trail Parks, why do you need to ride our paths', but with confrontation reduced by 95%, wouldn't their argument eventually die through lack of interest?

Vince Bottomly, Oldham

WELSH COAST TO COAST RUN

I don't remember the exact time of departure from home, but it was early. Steve drove Pete Taylor Snr and myself to the starting point at Aberavon beach.

We arrived in perfect time with half an hour to get the bikes off the trailer, and for us to get toggged up. The weather looked like staying fine so I decided to wear dry wearing riding kit as did most other people, although I did see one or two people in 'body wellies' sweating profusely.

Now starts the saga of the lost guides which almost spoiled the weekend. From what I could find out it appeared the ABTA approved tour operator had been let down by the locals who were supposed to be leading the various groups. Eventually, enough people with some knowledge of the trails, and who had been wise enough to bring maps, were briefed by Ron on the general route to follow.

Being keen to get riding after an hour of waiting around, I left with the first group which included Bob and Jonathan Harris and Pete Taylor who had rightly been press-ganged by Ron into joining the TRF. Pete was riding instead of Steve who was expecting to be unfit after a knee operation earlier in the week which didn't happen (a good old NHS cock-up). This was the last we were to see of the other groups until the night stop at Machnylleth.

There then followed a very exasperating, not to say confusing, 22½ mile ride along motorway, A roads and B roads and then, eventually, the first actual unmade road. It turned out that our stand-in run leaders didn't have the first map required and were following main road signs until we were on their map — good for them!

Once on the trails the whole complexion of the run improved, especially one trail called SARN HELEN and, with a few exceptions, we made reasonable progress to stop for lunch at a pub next to the Crychen Forest (where they do enduros). After dinner we set off in the mid-day sun heading north for the night stop at Machnylleth. One lane near Rhayader claimed a member of our party on an XL 185; he went down hard on his shoulder and was only able to continue in pain and was a non-starter the next day. We were able to do the famous MONKS TROD with comparative ease due to the bogs being dried out with only a few wet areas. As the evening progressed and we neared Machnylleth the sun was going down over the hills and you could see nothing except one mountain behind another, behind another, which was very impressive.

On arriving at Machnylleth, Pete and I had to find a hotel; we went to the liveliest hotel in the main street where not only Bob and Jonathan were staying, but all the Cwmbran loonies as well. The hotel was fully booked but the landlady was not going to turn money away and for half an hour her husband was lugging beds, lockers, etc. into a newly decorated room.

For about an hour you couldn't see anything except half naked trail riders looking for an empty bathroom. After cleaning up food was definitely in order, so after walking barefoot up the high street (because I hadn't any shoes), we decided to eat in the hotel which by now was the centre of Machnylleth night life. Just after we had started our meal a TRF chap arrived with a garbled message saying who else but Ron had run out of petrol in the middle of nowhere. I assume the support vehicle was despatched because Ron was there next day with that stopwatch to start us away.

Sammy Miller POWER-PLUS SILENCERS

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BELT BAGS £5.20 inc P&P + VAT

The next day started with a hearty breakfast and an even heftier bill. We all milled around outside our hotel which seemed to be the meeting point. With not enough maps to go around, people were making notes, etc. and trying to get closed news-agents to sell them maps. Two hours later the first run leaders left. Our group lost the XL 185 crash victim, but were joined by 'Blasting' Brian Walters who had returned overnight from the Isle of Man TT Races.

The first obstacle was a shallow river crossing. Brian showed us how to cross on one wheel thus avoiding falling foul of the slimy rocks. However, most people went for the slow feet down technique which has been proven over the years as fairly reliable; all except Pete who tried the nose dive technique which was almost as neat as Granville's river crossing method. It was a good job Brian was with us because he knew how to fix a drowned XR 250 and, after a 3000 mile service, it was successfully pushed into life.

The trails were harder to find on Sunday because our run leaders were not familiar with the ground and a lot of time was spent looking for the lanes. After a very slow day's progress, Brian decided to explore the region of mountain which we knew had a ROW crossing it. Unfortunately, Brian's route took him from wheel first up to the mudguard in a very well disguised bog. After prising his Honda from the grip of the bog we rejoined the road. After another long pow-wow it was decided that everyone except Brian and myself had had enough, and so we said our farewells to the run leaders who were returning to Machnylleth. Brian, Pete and myself then took to the road for Colwyn Bay to meet up with the car and trailer and the FINISH.

I think the run was an excellent idea which, if our entry fee had been used to supply run leaders with marked up maps, would have worked a lot better.

The countryside is terrific and most of the lanes are long, continuous and interesting. Unfortunately, the run lacked the organisation which would have made it a great weekend but, nevertheless, the 'going along' bit was 10 out of 10.

I hope the other parties enjoyed the run; it was a good opportunity to meet 'turfers' from other groups.

Tim Salveson, Bristol Group

MEMBERS' MACHINE REPORTS

I intend to resume these tests as soon as any of you will help me by filling in questionnaires (available from me on receipt of an SAE). I was going to start with the Triumph Adventurer, but John Law fortunately told me this had already been done. If we have any owners/riders past or present of the Honda XL250 or Kawasaki KE175, write to me as soon as possible.

Rosie

I must protest most strongly at the low move perpetrated on our innocent editor by Nick (nickname?) Walker (speaks for itself).

As you are clearly not aware, this person is the sole UK concessionaire for the Phoboff range and has tried everything to get a free advertising space in this esteemed journal; a previous editor managed to extract a financial arrangement (at a discount) which terminated when his eagle eye noticed the flexible and springy nature of the proffered cheque.

Of course, he is now ecstatic with this coup which counters the pique he has displayed over our sales lead with our quality rival product. Modesty, which is the hallmark of our company marking the Osofast 500, prevents us from using such tricks to notify your eager readership of its horizontally opposed vertical twin engine, with QD sparking plug on the lower cylinder, for attachment of the pogo stick fitting for instantly removing the machine (and sometimes the rider) from difficult situations. The see-through mudguards to enable to rider to see if the going is muddy or whatever, have gained much praise as has the glow-worm recirculating system of lighting which literally puts the Phoboff in the shade.

Naturally, I cannot go into all the technical details least some rotter should think we were advertising our wonderful product, but for those discerning members whose appetites have been whetted, a fiver to the undersigned will bring forth a beautifully xeroxed A4 information sheet.

Brian Crook (with apologies to Nick)

(Next you'll be telling me about 750 c.c. trail bikes with disc brakes and electric start which come with a portable step-ladder in the toolkit! — *Rosie*)

YAMAHA IT 175G : LONG TERM TEST

I've just sold my IT175G and it's not without some regret. It was bought second hand with about 1,000 miles under its belt in May 1981. In the past two and a half years we've spent 116 days trail riding together, ridden one enduro, and added 9,000 hard trail miles to the clock.

So what sort of a bike is it?

I don't propose to bore you with the life of such things as chains and tyres. I believe these are fairly constant for a given rider and power output, so if it isn't mentioned in the following pages you can bet your life it's one of those boring components which never astonishes you by breaking or doing something wonderful.

I think that all of the comments here apply equally well to the 'H' model which is still available new. The 'J' model is a different kettle of fish though. (More of this later).

ENGINE

The engine is fairly tractable for an enduro bike with a power band somewhere between the mellow power produced by the current PE175Z and that of its peakier twin shock predecessor, the PE175X.

Serious 2 stroke junkies won't be worried about the fuel consumption, except to know that a tankful lasts at least 80 miles before a switch to reserve starts an immediate search for a garage.

Enduro bikes are designed to be strong, nimble and produce useable power for the duration of a competitive event. 50,000 mile life and 10,000 mile service intervals don't appear on the spec. sheet, and so it shouldn't come as any surprise to find that the enhanced performance is paid for by reduced durability. To be fair, this comment only applies to the engine; the running gear lasts very well. The engine has been very reliable, but parts do wear out fairly quickly. Expect to renew the piston at 2,500 miles and rebore the barrel at 5,000. The conrod dies at about 5,000 miles also. Replacing just the rings before the piston is clapped seems to be a waste of time. Even with the bore and piston in good condition you will experience a lot of rattling on tickover.

Good news is that all spares are readily available *at reasonable prices, and it's easily possible to rebuild the engine in a day, providing you have the right tools and parts, etc.

CHASSIS

The chassis is light, strong, and handles well. Nothing has ever broken or got bent. Virtually every aspect of the suspension is adjustable so you can set it very soft for trail riding speeds and still be able to soak up the big bumps. Quality is difficult to describe, but I think that for trail riding it is much better than most of the competition. The suspension on most enduro bikes is far harder than it needs to be for trail riding and it's generally not possible to significantly soften it.

* From a few specialist dealers, all of whom do fast mail order.

At 5'6" I don't find the seat height a problem.

The seat is fairly comfy.

Water finds its way into the steering head bearing. Being a lazy soul, I fitted a grease nipple and a couple of squirts each week keep things ship shape. Experience shows it's a good idea to fit nipples on the brake pedal pivot, the rear hub (for the brake shaft), and on the bottom mount of the rear shock absorber. A Big Plus of the single shock layout is its invulnerability to crash damage and it's protection from the elements.

BRAKES

Front — Good feel, powerful and mud-proof.

Rear — Good, provided you never go within five miles of mud.

LIGHTS

Good, even by trail bike standards. I don't think this applies to all of the IT models, so if you are buying, believe your eyes, not me! No brake light is fitted.

MODIFICATIONS

Replace the standard 60 pilot jet with a 50. This cures the four stroking at small throttle openings when the engine is lightly loaded and makes the bike much more enjoyable to ride.

An 11T gearbox sprocket makes the engine much more tractable than with the standard 12T, especially on hills and in the nadjery going.

A replacement aluminium muffler improves bottom and power — but beware! Many are very noisy. I fitted one made by Answer Products which produces a similar level of noise to the original, which is OK providing the right wrist is exercised sensibly. Repack the muffler at regular intervals with insulation pinched from the loft.

A boost bottle also improves bottom and power, but not enough to make subsequent sorting of the carburation worthwhile.

Boyensen reeds unfortunately ruin this bike's bottom and power, while appearing to boost the mid range. This does nothing for its trail riding potential.

FAULTS

The cylinder head studs will probably all pull out of the barrel eventually, and require Helicoiling. This is an effective cure and probably worth doing before one strips at an inconvenient time. The one above the exhaust port is the first to go.

The exhaust pipe cracks where the spring attachments are welded on. It's also very vulnerable to knocks and will almost certainly get a good hiding if you ride in rocky country.

Keep an eye on the oil seal where the clutch operating shaft enters the gearbox. If this wears you quickly get a gearbox full of mud, with expensive results. Better still, fit two seals the wrong way round, and change the oil after every run.

SHOULD YOU BUY ONE? (This goes for any enduro bike)

Much has been written about enduro bikes and trail riding, and I don't propose to add to this except to say that, in my view, it is the riders who cause the problems, not the machines.

For many riders the IT would make an excellent trail bike. Don't expect it to make everything easier, however. When the going gets tough and there are fallen trees or rock steps to be conquered you will probably find the going much easier on your old DT or XL.

As a final test, can you answer YES to all of the following questions?

1. Are you either tall and heavy, or do you like to ride everywhere with your feet on the footrests?
2. Do you feel confused when you hear people talk of 'peaky' 2 strokes and lovely 4 stroke pulling power?
3. Are you happy with running costs which will be double those of a 4 stroke trail bike?

WOULD I BUY ANOTHER?

I sold the IT175G to make way for a lightly abused IT175J, although I must admit I was sorely tempted by the Honda XR200R and the Suzuki PE175Z.

The 'J' looks similar to the 'G' but has undergone a complete Japanese style redesign and I guess very few parts are interchangeable with earlier models.

As a trail bike these are my first impressions:

It's taller

Power delivery is better

It's as quiet as any air cooled 2 stroke trail bike

Electrics are powerful and legal.

Chris Thomas, Wallingford, Oxon



RIGHTS OF WAY NEWS — Brian Thompson

TROUBLE IN NORTH WALES

Wales being the most popular trail riding area in Britain, it is not surprising that a lot of my time is taken up with that green and pleasant land. Not so pleasant for three riders from Cheshire who are being prosecuted under Section 36 Road Traffic Act 1972 (offence to ride a vehicle on a footpath or bridleway). One of the three is a TRF member who has asked for TRF help which we have agreed, having satisfied ourselves that he has not broken the law or the TRF Code of Conduct. I am fairly confident after carrying out investigations that the lawyer paid for by the TRF will be able to get the charges dropped.

The green lane in question runs for six miles over the hills from Capel Curig to the Crafnant Valley near Trifiw in Aberconwy. Unfortunately, the dilemma here is that if prosecutions succeed, closure usually follows and we ALL lose.

Trouble of this kind is not unexpected following warnings from Snowdonia National Park regarding over-use of the entire 'Eastern Carneddau' which I take to mean the entire network of green lanes in Snowdonia. (Landrover clubs are included.) Closures may follow, especially the RUPP between Capel Curig and Lyn Ogwen — another of the many TRF Byway claims still to be determined. Apparently 21 motorcyclists held races up and down the three mile RUPP and then departed leaving three gates open causing sheep to stray. If true, I hope these louts are prosecuted and heavily fined. But would closure be fair to the good guys?

TIGHTEN UP THE CODE OF CONDUCT

What is the point of the TRF spending time and money keeping green lanes open if a few hooligans can throw away all our hard work? Once closed they are gone forever. The most grievous loss was in 1977 when idiots abused Derbyshire's Jacobs Ladder (much better than the Ridgeway) and one of the best trails in Britain. I think it is time the TRF declared war on these morons who abuse the countryside. One problem is noise. MCN called me an enemy of motorcycling when I tried to do something about noisy bikes in 1981, the only voice in support was Ralph Venables. I want the TRF to launch an anti-noise campaign and think that nothing but good can come from making available anti-noise stickers and posters. Doing something constructive will be a propaganda victory and show that we distance ourselves from the cowboys. Yes, I know this is very boring for the majority of readers, but I shall raise this issue again and again.

DERBYSHIRE WARNING

The Peak Park have warned that riders using bridleways in the Upper Derwent Valley will face prosecutions in future. The complaints mainly concern Cut Gate Pass over the border into Yorkshire to the Flouch Inn. Though very ancient, it was awarded a public bridleway in the 1826 Bradfield Enclosure Act and unless anyone can produce very strong 20-year user evidence, no vehicular rights exist as far as I am concerned and members who collect a summons will get no help or sympathy. This area is heavily patrolled by Park Wardens recruited from the ranks of RA militants.

Also in Derbyshire the TRF Executive has given the go ahead for legal proceedings to open up the old road over Eyam Moors obstructed for many years. When the highway authority refuse to act, direct action is the only way to protect our rights. User witnesses are needed but, if necessary, the first class documentary evidence should win the day in court.

YORKSHIRE DALES

A bureaucratic error has led to some riders who have inspected my map of lawful lanes in the Dales (or used the marking up service) to include a track now confirmed as unlikely to have vehicular rights. This is the two mile track from High Birkworth on the Pennine Way north of Norton in Ribblesdale north west to the B6479 via Nether Lodge. The Yorkshire Dales National Park have been clarifying exactly what Byway claims the TRF, etc. wish to press for under the 1981 Act.

My Byway claims total about twenty lanes mainly upgrades from bridleway. A lot more research needs to be done on these and other ancient lanes in the Dales. I can give you help and advice but simply have no time to complete the job. If you think you can help get in touch with me. It looks as if the Dales Park will oppose our Byway claims and we shall have major Public Inquiries like the Lake District, although the much fairer 1981 Act will not be able to consider the usual wild allegations about noise and damage that dominate most Byway inquiries.

BYWAY BONANZA

In my home county of South Yorkshire (who have an admirable triple use policy) we are busy on a last chance for Byways on the Definitive Map before the Council is abolished next year. In the eastern part of the county I have claimed thirty, but more need surveying and researching. Use evidence is needed and any help would be appreciated. When South Yorkshire, like other Metropolitan counties, disappears, rights of way work will come to a halt in my opinion and abolition is a bad move.

LONDON GAZETTE

Due to incredible bureaucratic bungling, my three times per week copy of the Gazette which contains green lane closures has come to a halt. Representatives should watch their local newspaper for warning notices on threatened lanes. Normal service will be resumed as soon as possible.

DIVERSIONS

The Sussex TRF Group have asked my advice on a Sussex RUPP being diverted by the Council. Should they object? Will valuable use evidence be prejudiced? My answer: if still a RUPP then be very careful and always object if in doubt. Many ancient lanes have been lost following a diversion. Use evidence is weakened when diverted. Ancient roads like the Ridgeway and Roman Roads should NEVER be diverted because the replacement can never be a genuine ancient highway which is essential evidence in keeping them open. On the other hand, if a Byway then vehicular rights are established and there is less to fear.

BERKSHIRE BACK OFF

In a surprising about-turn Berkshire County Council have withdrawn plans to close the Berkshire Ridgeway. We appear to have won our argument without going to enquiry stage. Berkshire were stunned by the flood of objections promptly sent by everyone, including our friends the Byways and Bridleways Trust and the RAC. Of particular importance was a good response from riders paying rates with votes in the county of Berkshire. At the risk of offending someone, the objections from the British Two Stroke Club and Farnham Royal MCC were especially good. I was able to threaten Berks CC with legal action for failing to consult with the ACU as required by law. A good team effort, the RA are in a state of shock!

PUBLIC INQUIRIES

Delays in getting results of inquiries into ACU/BMF/TRF Byways claims are a scandal. Waits are up to ten years in some counties. The House of Commons Committee on which I sit has raised this matter with Government several times but to little effect. One of the speediest results has just come through concerning the fate of seventy green lanes in Northamptonshire, once a hot bed of TRF activity. Just twelve Byways were granted by the Government Inspector, partly because our attendance was poor and partly due to the Unfair Countryside Act 1968. Following herculean efforts in 1980/81, that unworkable legislation was repealed and the 1981 Act gives a fair deal to the trail riders. The most eagerly awaited results are those hearings held in the Lake District in 1980/81 and the fate of many old green lanes still hangs in the balance. Riders are advised that they use at their own risk.

SCOTLAND

Alan Kind is currently researching Scottish trails and will make a report soon. Scottish trail riders can help by doing their own research using old maps and surveying the network of General Wade military roads built in the 18th century. These may have vehicular rights today. One of the best mountain trails runs from Shieldag on the A896 for 25 miles round the coast to Applecross. We need a report on the condition of this famous track, especially the steep rocky descent into Applecross, said to be dangerous. There are no RUPPs, Byways or County Roads in Scotland and little official interest. Join the Scottish Rights of Way Society, 28 Rutland Square, Edinburgh, but don't tell them you are a trail rider. I got chucked out of the RA for admitting I rode a trail bike!

WILTSHIRE

The Secretary of State has ruled that bridleways, including former RUPPs, are extinguished of all vehicular rights, even if vehicular rights have been proven. This wrongful and dangerous nonsense which Wiltshire County Council have swallowed means a potential loss of 1000 lanes. I have strongly objected and we may have to go to High Court to appeal against the decision following 1981 inquiries at Pewsey in Wiltshire.

PARIS — DAKAR RALLY '85 — Neil Bruce

On 1st January 1985 I will be setting off from the Place de Concord in Paris on my motorcycle, a 560 c.c. KTM, to compete in the world's toughest rally. A rally which covers some 6,500 miles in three weeks across country varying from barren expanses of desert and mountain ranges to dense, twisting jungle trails. Mine will be the first entry by a British motorcyclist in the Paris-Dakar Rally, the race Mark Thatcher made infamous.

The attempt is officially linked with Oxfam's African Appeal. The aim of their three year long campaign is to combat the root causes of hunger and poverty in Africa, through schemes such as the Irrigation Project in the Upper Volta and generally encouraging countries away from dependence on aid. My aim is to raise as much money as I can, through the publicity of the race for either the Irrigation Project or the central fund of the African Appeal.

This is not solely a unique and blatant endeavour to catch the public imagination in a completely different approach to fund raising for areas which coincide with being on the rally's route. For me, the Paris-Dakar Rally is a tremendous challenge and a great adventure that I can tackle while still being young, fit and single. My own finances are being stretched to the limit to make my entry possible — the rally will cost me at least £5,000. That's out of my own pocket; the money I raise for the appeal will be going directly to the appeal, none of it to cover my costs. Newking Trading are sponsoring me with an Arai helmet and Sinisalo with motorcycle clothing for the race, but that's all the help I have received to date. If I can win support from national media to publicise my efforts, then I could make a really valuable contribution to Oxfam's African Appeal.

7 Conduit House, Hyde Vale, Greenwich, London SE10 8HW

WORKING ON THE CHAIN GANG

MEMBER'S REPORT ON CHAINS AND SPROCKETS

Your final drive chain and sprockets are very important components on your bike; after all, without them you're not going to get very far!

However, for all their importance they really are the unsung heroes of motorcycling—more so where trail machines are concerned. Used, abused and neglected, these items are ground away by mud and grit, with any attempt at lubrication washed away by the first ford.

So, what can you do to help prolong the life of your final drive chain and sprockets?

Clive Baxter (of CBS Gloucester) gives some personal guidelines and advice.

I am not a chain and sprocket expert and neither is this an attempt to write the definitive C&S article. It is a series of personal observations based upon what I have seen, read and heard over the last couple of years from people who make, sell, service and destroy final drives for off-road bikes.

No doubt at least one of you will send me a copy of your thesis on molecular changes caused by tangential peripheration, and another will tell me how he got 67,416 miles out of a 420 chain on a Square Four engined RM80 special, using gerbil droppings and cod liver oil as a lubricant. Fine, but all such information should add to rather than detract from what follows. What is certain is that no one has all the answers.



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When to replace chain and sprockets

The standard advice to replace both sprockets and chain together is technically sound but not altogether practical.

For instance, mud and wet sand eat C&Ss but they get through chains much faster than sprockets. If you regularly ride in these conditions you may replace the chain twice before the sprockets are shot. However, as a worn sprocket can shorten the life of a new chain, it may be false economy to keep a part-worn sprocket in service for too long.

Be careful not to rely on checking chain wear by lifting it off the rear sprocket or bending it edgeways. The best way is to thoroughly wash the chain and measure maximum 'stretch'. Replace when this reaches 2%.

Hooked teeth is the usual indication of a worn sprocket but some very hard sprockets begin to crack before they hook. Check regularly.

What to buy

Consider first of all converting to shaft drive! If this proves impractical then consider an 'O' ring chain. An 'O' ring chain lasts considerably longer and needs less attention than ordinary chains. However, it costs considerably more, is available only in sizes 520 and above, may sap power from a small engine and may make a mess of guides due to its increased width.

Next come the Hs, Zs, BCs and goodness knows how many other suffixes. The makers make up their vague performance claims with useful technical information like 'abrasion durability increases much and also fatigue strength advances'. The one thing they all have in common is that they cost more than standard chain. To add to the confusion, it is far from certain that expensive chain will perform better and/or last longer than a cheaper one; although, to some extent, you get what you pay for.

I would like to be able to say that I have conclusive proof that the ideal combination for trail riding is brand 'A' sprockets and brand 'X' chain. Neither I nor anyone else that I know has this kind of information because there are so many variables.

My recommendations would be to ask about among users of machines similar to your own and buy branded UK, West European or Japanese items from a supplier who gives you some choice.

Maintenance

I am an unashamed believer in cook-in-the-tin chain lubricants. New chains come covered in all kinds of gunge and I believe that they should be cooked before using and after every trail ride.

Chain tension is also critical and should be set according to the machine maker's instructions. Over-tensioning is deadly. A new chain stretches considerably during its first couple of hours of use and the tension should be regularly checked during this critical time.

Chain guards permitting, sprocket alignment should be checked by eye and sprockets should be regularly checked for security of fixing and evidence of damage or cracking. We have all heard theories about chain lube and grit forming a kind of grinding paste. I do not doubt that on occasions this is so but, as a general rule, I believe that you should do everything possible to keep the chain and sprockets lubricated at all times. If in doubt, squirt some on.

I hope that at least some of the foregoing is useful. Please do not hesitate to contact me should you have further information to add or if you need any information or help.

Clive Baxter, 29 Linnet Close, Gloucester GL4 9XA

BIG CHAIN CONVERSION TEST REPORT by Dave Swindells

Replacing a worn out chain is a task most of us would rather forego. This Big Chain Conversion from CBS Gloucester promised to make it a less frequent occurrence. The Big Chain Conversion involves changing the flimsy standard chain (1/4" x 5/16") for a heavy duty 520 chain with, of course, sprockets to match.

The sprockets fitted with only a little filing being needed of the stud nut recesses on the rear wheel sprocket. Clive had informed me that these would be tight and that he had arranged to have these opened out on subsequent batches. In accordance with instructions from CBS the chain was 'cooked' in chain lube before fitting.

First impressions are always very important and, in the case of the BCC, it was the almost total elimination of the XL's awkward transmission snatch that had previously persisted. This was despite the fact that the Honda's own chain and sprockets were neither worn out nor maladjusted.

Over eleven months of use this kit has proved excellent. The chain has hardly stretched, requiring only minimal adjustment over 3,000 odd miles of trail riding which has included some tough lanes, not the least of them the Yorks/Lancs Coast to Coast Ride. Such treatment would have seen two standard thin chains reduced to rattling scrap. Definitely an effective modification and one I would recommend for XL185/DT175 owners which, to date, are the only models covered.

Chain tests

I tried a couple of final drive chains and compared these against the performance of the usual type of cheap industrial chain that I had previously had fitted to my machine, a KE175. In one case the same type of chain was also fitted to the 4-stroke XL185 to see if engine characteristics would have any effect on chain life.

A heavy duty 428 EK chain was fitted to the KE175 and in the first 50 miles had stretched 1mm; however, after this initial stretch it settled and over the next 2,500 miles only stretched a further 3mm. The miles covered included a variety of different terrains and also included a percentage of commuting.

After 3,000 miles the chain is still not worn out and should see another winter's trailing. A creditable performance considering that it has already outlasted two cheap industrial type chains on that mileage and was only removed to enable me to try another make of chain.

An RK chain was tried next to see if there would be any great difference between makes. Again the chain was a heavy duty 428 but, although on paper the same size as the EK chain, the RK has slightly thinner side plates. Basically, it is the thickness of the sideplate that defines the 'duty'.

To date, the RK chain has more or less echoed the performance of the EK type. So, as a further test the same type of RK chain was fitted to the Honda XL185 and here a difference emerged. It would appear that the more uneven engine pulses generated by the 4-stroke engine is wearing that chain faster than the chain on the 2-stroke KE175 whose power delivery is smoother.

Obviously, something like an XT500 is going to eat chains at a faster rate; similarly, if your trails are predominantly muddy then the C&S life will be shortened. Also the amount of right wrist you use away from a standstill has a lot to answer for!

Unfortunately, as Clive Baxter says, it is impossible to say just what is best buy; there are so many variables to consider. However, I have been pleased with the two Japanese heavy duty chains. Both these chains retail for around £8 for the XL and KE (and other similar sized machines). They are certainly not expensive, especially when you consider that previously we were using 'off the roll' industrial chain at a fiver a time and only getting around 1,000 miles of life out of them. Whilst I do not believe that expensive is always better, in many cases cheapest is often worst.

My thanks to MPS of Townstal Industrial Estate, Nelson Road, Dartmouth TQ6 9LA for supplying the EK chain, and

Feridax Ltd., Park Lane, Halesowen, West Midlands for supplying the RK chain.

Rosie Swindells

As a very ordinary trail rider my observations may be of help to the breed who use trail bikes during the week to commute and only get off the tarmac once or twice a month at weekends.

Bought new in 1980, the DT175MX's original chain lasted ten months with regular spray can oiling. A new chain (but not sprockets) lasted another ten months, even with extra spraying. Spray on chain lube being useless on the trail.

Thinks, I know, must get a bigger chain — so I bought a new 520 chain and sprockets but, alas, once again this only lasted ten months with regular spraying and boiling every two to three months. However, no doubt the more energetic trail riding contributed to this fast wear rate.

Big think, and I bought new JB sprockets (13 and 39) and two new Izumi ES520 chains (94 links). Now, after a trail run, I clean the sprockets with petrol and then wash the chain in petrol and boil it in Filtrate Linklyfe and hang up to dry and put away. Fit second chain to commute and trail ride then carry out the wash, clean, boil, store, etc. procedure with that one, refitting first chain again. This has been going on for ten months and I have only had to adjust the chain 2½ notches.

Now I agree it depends on how long you commute before trail riding and subsequently clean the parts, and also how hard you hammer it on the trail, but I have managed to pass the ten month mark and am nowhere near halfway to chuck-away time. Also, by using two chains, I believe the sprockets will last longer.

The main points being, save up for two chains, thoroughly clean and boil chain after every venture off tarmac and use spray cans of chain lube on roads where they are of some use.

Here's to a long future for chains and an even longer one for green lanes!

J.A. Davey, Bristol

I have run the same Honda XL185 for the last four years, so I know about buying new sprockets.

They wear after all the lubricant has disappeared (obviously). If there is mud on the chain, the lubricant sticks to the mud, the mud dries and flies off. Result — hot, dry chain with just enough grinding paste made of grit and grease to start the knacker process.

Alloy and mild steel sprockets don't last a year at this rate, so I had a rear sprocket case-hardened. For some reason the front (gearbox) sprocket seemed to wear very quickly, but there was a definite increased life from the rear one, although I got through two chains. All in all, it hardly seemed worth the trouble, so I have tried another approach:

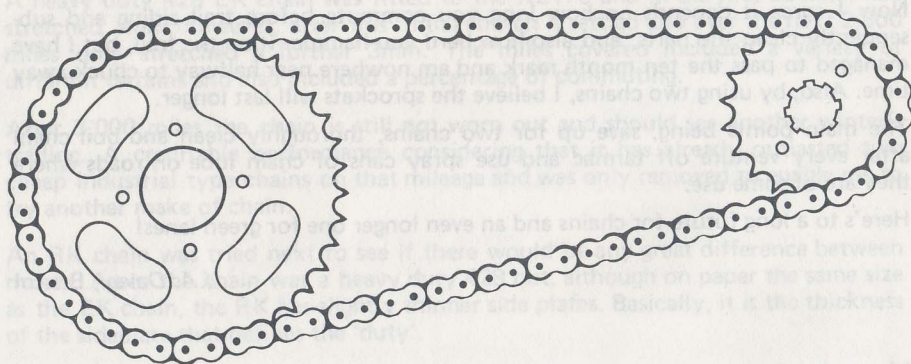
- a) Keep the muck off as much as possible
- b) Oil the chain as soon as it needs it.

To keep the muck off, I have fitted Montesa chain tubes (about £7.50). There is a slot for the Montesa chain tensioner up near the gearbox sprocket. By duplicating the pillion footrest bracket, it is quite simple to fit a Sammy Miller chain tensioner. The other bracket needed is a simple 'T' shape of, say, 14-gauge mild steel.

To oil the chain I bought a length of clear plastic tube and a nylon tap from a Home Brew shop. Fit to a fairly strong plastic bottle, and there you have an oiler. The plastic tube pushes onto the Schrader valve. The tube runs from the bottle (behind the seat) along the left hand side of the seat and down to just behind the gearbox sprocket — the tap being easy to turn on/off when riding. A short piece of tube from the tap fits between the gearbox sprocket and a frame cross member and nearly touches the chain as it approaches the gearbox sprocket.

Net result — after 50 miles flat out on the way home, I still have an oily chain. I have tried using old engine oil as a lubricant but it doesn't last due to being as thin as ! so now I use thick oil.

Ed Wilkinson, Bradford



MEMORIES OF TRAIL RIDING IN YORKSHIRE

"Blast" said I as my trail bike came to an abrupt halt, axle deep in a peat bog. Perhaps that's not the exact expletive used, but at least it's printable. This little episode left me in the rather undignified position of lying over the handlebars and examining the wear on the front tyre at close quarters. It also gave me a moment to reflect on where I was and what I was doing.

It was with some trepidation that I led a small group of TRF riders out of Horton in Ribblesdale earlier in the day. There were two main points for concern. Being the August Bank Holiday weekend, would the lanes be crowded with other users so making our progress difficult and perhaps an annoyance to others? Secondly, having ridden this area only once before, would my planned routes prove too easy or even too difficult for the four members of the Thames Valley Group who were following?

It later transpired that my fears were unfounded. In two and a half days riding, over a warm and sunny Bank Holiday, we only encountered a handful of walkers and only two horse riders, most of whom were friendly. Those that didn't wave were non-aggressive and no conflict arose over the entire weekend.

Furthermore, the routes I had chosen proved to be just about right in terms of time and distance, and had we not got ever so slightly lost on Foxup Moor, we would not have been late for dinner on Sunday evening.

One of the most pleasant aspects of riding in North Yorkshire must be the magnificent views one sees when travelling the high paths and moorland crossings. In the south of England much of the scenery is hidden by the trees and banks of our ubiquitous holloways.

The openness soon revealed itself on the first day as we climbed high up part of the Pennine Way to Carn End, then over Dodd Fell and down to Hawes. By the time we reached Hell Gill Bridge the sun was high and our shirts were sticking to our backs. After drying out in the warm breeze, we completed High Way then headed for the Moorcock Inn for some much needed refreshment.

It was after lunch, on Dandra Garth, that we encountered the bog. At times like this one is reminded of the golden rule of trail riding — *never ride alone*. Without help, I may not have been able to extract the bike from the suction of the peat.

On the old coal road around Blea Gills we met a couple walking, who looked as though they were out for a stroll down the high street. As we passed, the lady shouted a warning to be careful further up the lane as it was muddy and we might get dirty! Great Wold posed no problems and let us nicely back to base.

Sunday's run took us east of Horton and went according to plan until Stake Allotments. Not only did we get lost, but John Collins decided to play Motoball with a large clump of peat and damaged his foot in the process. This meant he was excused gates for the ride back over Horse Head and Foxup moors; me likewise as my side stand bolt had sheared.

On Monday, Kate Clew, Colin Fern and Chris Buckton visited Gaping Gill pot whilst John and I went for a gentle tour along some easy but very pleasant lanes. As John had a bad foot and I hadn't a side stand, we soon developed a system whereby John held the bikes whilst I opened and closed all the gates. On returning to base one of the first things John said was, "Let's walk up to the pub for lunch!"

On reflection, I suppose I should have offered to drink his beer for him, but one can't do everything, can one?

Terry Jolley

GROUP NEWS

DERBYSHIRE and SOUTH YORKSHIRE

The Derbyshire and South Yorkshire Group engine is ticking over nicely. We have been running on a good mixture. Earlier in the year some of our group tackled the Scarborough to Morecambe Coast to Coast. Only one person suffered – painfully, that is. The group helped marshal at a couple of horse enduros. We had a bar-b-q in July which was quite successful, although I think we will avoid the beefburgers next time. There was a camping/trailing weekend early in September near Matlock (notified in the Bulletin). This wasn't well supported but I think the six of us had a good laugh. My thanks to those attending. We also have the usual quiz and film show evenings during the year.

For our October meeting I suggested we invited a speaker. In due course Wilf Green (MZs) attended and gave us an insight into his varied motorcycling career and general philosophies. Wilf had his doubts that I would still be the D&SY entertainments officer after that evening, but we had a good time and I'm still here (?)

Games night next – dominoes, pool and darts, that is. I'd better try and find the box of dominoes.

Ann Stevenson, Derbyshire and South Yorks TRF

SEVERAL SENTENCES from SHROPSHIRE by Our Own Correspondent

The last issue of the Bulletin had some jottings I had written yonks ago. Hopefully my timing will get this into the next consecutive issue. (Better luck next time – *Rosie*)

A brace of our merry band accepted a generous offer from Owen Shaw of Bala to be shepherded around some of his local lanes – including some Berwyn tracks. Phils, Davies and Evans were most impressed with the hospitality they were shown; thanks again Owen.

The last Sunday in August saw six 'budding Bernies' trying to clear two laps in a Trail Bike Trial round Bomere Poole. Dave 'Bernie' Rodenhurst just nudged Phil 'Bernie' Evans into second place with Brian 'Bernie' Turner way out of the reckoning. As for John 'Bernie' Baker well! I know we are a non-competitive organisation, but this trial offered us a chance to develop the "Fellowship" angle as we *all* laughed at *every* five. We were able to discuss the arrangements for the Gloucester visit a few weeks later. We discussed ROW matters with the water-skiers at Bomere Poole as the drought had opened up new vista to the trail rider with the initiative to convert a breather pipe into a snorkel!

A couple of weeks later we had a reconnaissance trip round the Clun, Knighton, Offa's Dyke area finalising a good 130 mile route for the visit from the Gloucester Boys.

Sure enough, Ron Carter's riders turned up. Saturday's ride was only a local one as they had travelled up that morning. Graham Williams and myself took two groups of six. It is interesting to note the concentration of trails around South Shropshire as our 'local' ride was 112 miles in all, and all between Bayston Hill in the north and Marshbrook 13 miles to the south! Mind you, it was pretty wide! By the way, we forgot to ask for the run fee – £1 each, please.

The ROW scene is pretty quiet although there is conjecture about The Portway, an ancient Roman Road corssing the Longmynd being downgraded to a Bridleway. This would be a great loss; we will fight it. There is a tree which will have to be taken out as bikes have to be laid down to get under it! I'll keep you posted.

THE ULTIMATE GREEN LANE RIDER

Myself and three friends were out on a run in an area to the SW of Hitchin and had paused at the end of a lane. Shortly after stopping, another bike (Honda XL185) came out of the lane behind us. We naturally chatted and it was revealed that the rider covered 12,000 green lane miles each year, rode on his own, and the previous day had ridden 250 miles trailing in Wiltshire!

Is this mystery rider a TRF member – surely he must be the Ultimate Green Lane Rider. Have any other TRF members met him? I am sure we would all be interested in his exploits and experiences.

David Preslett, Bushey, Hertfordshire

"A SOMERSET WEEKEND" or

"IT'S NOT MY FAULT, THEY WANTED TO COME" by Nick Walker

It was a quarter past midnight when Colin Fern and I woke Brian up, trying as quietly as we could to jump up and down on his bed shouting "Hello, Brian" one and a half inches from his earhole. We had arrived, late, at Rowdon Farm, Monk-silver, which was to be our base for two days of green lane riding in wildest Somerset.

In the morning the twelve of us divided into groups of six and five (organiser of the event, Big Brian Crook had come along but had forgotten to bring his bike so was relegated to oily rag duties followed by a spot of route walking and cairn building). Colin led his motley collection off into the sunrise as I tried to whip the remaining few who were forced to join my group into some semblance of an orderly TRF group. Chris Buckle cleverly volunteered to back-mark the ride because he would then be furthest away from all the route finding mistakes I would make and would be far enough back not to collide with the wreckage when I fell off. In between the two of us were Brian Read, Peter Brown and Ted Woodward.

We managed to struggle across the Quantocks without getting lost, so, getting over confident, we tried a few extra lanes which allowed the rain clouds to overtake us and it poured down as we rushed to the lunch stop – a pink, thatched building that supplied top class Gordon Blue meals *and* Coke, orange juice and shandy.

The rain had stopped when we returned, replete, to the bikes and the afternoon was a blur of minor roads, tracks, mud and rocky climbs. I was unable to shake off the rest of them so I resorted to stopping for a fag break every ten minutes to cover up the fact that I could not read my route card. They soon tumbled that because none of us smoked. When we arrived back at Rowdon Farm I had managed to give Peter Brown a headache, Brian Read five swollen toes and Chris Buckle's Triumph a fit of the vapours, but they were all very polite and said they had enjoyed it.

On Sunday morning, breakfast was consumed to the rattling of the rain on the window panes but it stopped when it realised that we were not to be put off. Brian's toes had shrunk to only twice their normal size, Peter's headache had gone and Chris's Triumph only smoked when the engine was running, so off we went.

This day's riding was over longer, more open tracks but with lots of water about. There were a few fords to negotiate but, despite all my efforts, nobody drowned a bike. The only injury of the day was caused by a wasp at least six inches long stinging me on the cheek, but ignoring the unbelievable agony I bravely carried on, making light of the wound.

Again I tried to lose the following bikes, by using sheer machine power this time, but even when I used all eleven of my XL125's unbraked horses I could not outrun them. Towards the end of the day we had a straight stretch of tarmac road for seven miles which finished off the oil pump in Chris's Triumph and it smoked its last. The farm was only a few miles away so Pete decided to tow Chris there. After giving them wrong directions and a hefty push, the remaining three musketeers carried on for the last lanes — the best of the weekend, of course. Just as we pulled away the heavens opened and it chucked it down but, following the traditions of the TRF, we gritted our teeth and carried on. Again, the rain could not stand up to such determination so it gave up and we dried off over the next ten miles or so of lanes.

Back to the farm for pasties, cakes, tea, a wash and brush up and reality.

Nick Walker, Hounslow, Middlesex

SUMMARY OF EXECUTIVE COMMITTEE MEETING HELD 15th SEPTEMBER 1984

1. The ACU had been written to about the ban on sport on Remembrance Sunday but they had decided not to change the present arrangement.
2. A letter from Chris Wright of Halton suggesting a meeting with Mike Harding, comedian and President of the Ramblers Association, was noted and passed to Alan Kind for action.
3. The Editor asked members to note the copy dates that will appear in the Bulletin as the Bulletin takes approximately six weeks from copy date to finished article. Local groups are asked to contribute Group News.
4. The Membership Secretary asked that all should note his new address and stated he now had stocks of 'Code of Conduct', Constitution and Membership forms, etc. if anyone required them.
5. The Press Officer reported that Simon Alport of Scarborough had received a letter from the Forestry Commission offering riding on forest tracks in North Yorkshire. Alan reported that he was doing rights of way research in Scotland. He reported good press. The programme on Channel 4 television had resulted in 55 enquiries. *Motorcycle News* and *Which Bike* and the AA's *Drive* magazine had featured trail riding. He hoped to get any Mountain Bike association aligned with the TRF and correct any misleading information about rights of way appearing in their magazines. Alan referred to the Bicycles on Footpaths Act, where cyclists could use footpaths.
6. It was reported that our Patron, the Earl Howe, had died recently and a letter had been sent to his widow. The Secretary was asked to write to a possible successor to gauge his interest. The Secretary was also asked to write to our member, Peter Sheen, and to congratulate him on his appointment as Secretary to the Motorcycle Association.
7. Local groups should notify Brian Thompson of the name and address of their Rights of Way person so that any relevant information regarding their area can be sent to them.

TRF MEMBERSHIP RENEWAL FORM

Membership of the Trail Riders Fellowship is an essential part of green lane motorcycling these days. For some it is a sort of "insurance" — they see their TRF subscription as their way of helping to keep the lanes open. For others it is a way of finding out where the green lanes are so they can ride them. For others it is a way of finding like minded souls to ride with. For others it is a local club where they meet old friends to talk about bikes and rides. Whatever your reason for belonging, I think we all agree that without the TRF there would be precious few lanes left for us to ride. We NEED the TRF as the recognised national body for green lane riding. The TRF NEEDS your annual subscription to keep it going.

Your current membership expires on 31st December 1984. You can renew your subscription for 1984 from October. Make sure you and your local group members renew in good time. You will receive NO 1984 Bulletins unless you renew for 1985.

ADVERTISEMENTS (Members only. £1.00 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 BB&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 WINDERMERE. 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 £6.75, evening meal by arrangement £4.25. Late and early season reductions for groups of 8 or more persons, 2 nights or over. Brendan Chase, College Road, Windermere, 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.

SWALEDALE FARMHOUSE ACCOMMODATION. On Pennine Way between Keld and Tan Hill. B&B £6, B&B&EM £8.50. Eddie and Sheila Whittingham, Frith Lodge, Low Frith, Near Keld, Richmond, North Yorks. Tel: Richmond 86489.

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 XT250 1981 W Reg. Full test, Renthal bars, good tyres. Good condition but tank dented, hence £350 o.n.o. Tel: Tyneside 0632 381931.

COPY DATE FOR BULLETIN No. 106

23rd DECEMBER 1984

TRAIL RIDERS FELLOWSHIP

Group and Group Rep.

BOURNEMOUTH & POOLE

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

BRISTOL

Julian Dagger, 2nd Floor Flat,
6 Marlborough Street, Bath, Avon
Tel: Bath 333667

CAMBRIDGESHIRE

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

CHESHIRE

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

CUMBRIA

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

DERBYSHIRE & SOUTH YORKSHIRE

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

EAST MIDLANDS

Graham Chinnery
28 The Woodcroft, Diseworth
Derbyshire. Tel: Derby 810059

EAST YORKSHIRE

Howard Wadsworth
7 Hammond Road, Knottingley
WF11 0HL

ESSEX

Dave Andrews, 123 Burrow Road
Chigwell, Essex

EXMOOR

Roy Scrafton
11 Lansdowne Road
Taunton. Tel: 54386

FYLDE COAST

Russell Clark
133 St Andrews Road South
Lancs. FY8 1YB Tel: Blackpool 33060

GLOUCESTERSHIRE

Clive Baxter
29 Linnet Close, Gloucester GL4 9XA
Tel: 0452 32935

HERTFORDSHIRE

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

LANCASHIRE

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

LODDON VALE

John Holloway, 25 Pheasant Close
Winnersh, Reading, Berks.
Tel: Reading 785995

LOCAL GROUP MEETINGS

Pie and Pint Night Venue

1st Tuesday — Dorset Soldier
Corfe Mullen

2nd Mondays
White Hart, Brislington Hill
Brislington, Bristol

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

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

Golden Lion, Kendal

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

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

2nd & 4th Wednesdays
Kellingley Social Centre
Knottingley

Last Tuesday — Warley Sports Centre
Holdnes Wood, Warley Gap. Brentwood

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

Every Tuesday except 1st
Lions Sports Club
Lytham St Annes

1st Monday —
Raglan Arms
Conduit Street, Gloucester

1st Wednesday —
Sow and Piglets
Toddington, Beds.

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

2nd Thursday — The Lamb
Theale, Nr. Reading, Berks.

NORTH MIDLANDS

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

NORTHUMBERLAND

Ken Canham, 'Overdale'
Woodside Villas, Hexham, Northumberland

NORTH WALES

Stan Whitaker, 15 Wedgewood Heights
Holywell, Clywd

NORTH WEST LONDON

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

NORTH YORKSHIRE

T. Thornell, 38 Woodlands Grove
Harrogate. Tel: 888191

SHROPSHIRE

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

SOUTH EAST

Steve Neville, 115 Ifield Way
Gravesend. Tel: 57061

SOUTHERN

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

SUSSEX

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

TEESIDE

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

THAMES VALLEY

Terry Jolley, 49 Herondale
Aldlestone, Surrey

WEST ANGLIA

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

WEST MIDLANDS

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

WEST YORKSHIRE

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

WEST WILTSHIRE

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

WYVERN

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

1st Tuesday — Jervis Arms
Onecote, Nr. Leek, Staffs.

3rd Tuesday —
Ryton Rugby Club, Ryton

1st Wednesday — The Fox & Grapes
Hawarden, Clwd (nr Queensferry & Mold)

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

2nd & 4th Tuesdays — Prince of Wales
Starbeck, Harrogate

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

2nd Tuesday —
The White Swan, Crayford

3rd Tuesday — The Woodman Inn, Lower
Upham (on A333 nr. Bishops Waltham)

Contact John (every other month —
i.e. February, April, June, etc.)
Hassocks Hotel, Hassocks, Mid Sussex

1st Wednesday — The Station Hotel
Kirby, near Stokesley

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

1st & 3rd Thursday —
Scott Bader Club House (opp. Parish
Church), Wollaston, near Wellingborough

1st & 3rd Wednesdays —
King George V Memorial Hall, Stratford
Road, Hockley Heath, Solihull

1st & 3rd Mondays —
Frizinghall Conservative Club
Off Manningham Lane, Bradford

1st Tuesday in month — The Old Bear
Staverton, Near Trowbridge, Wilts.

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