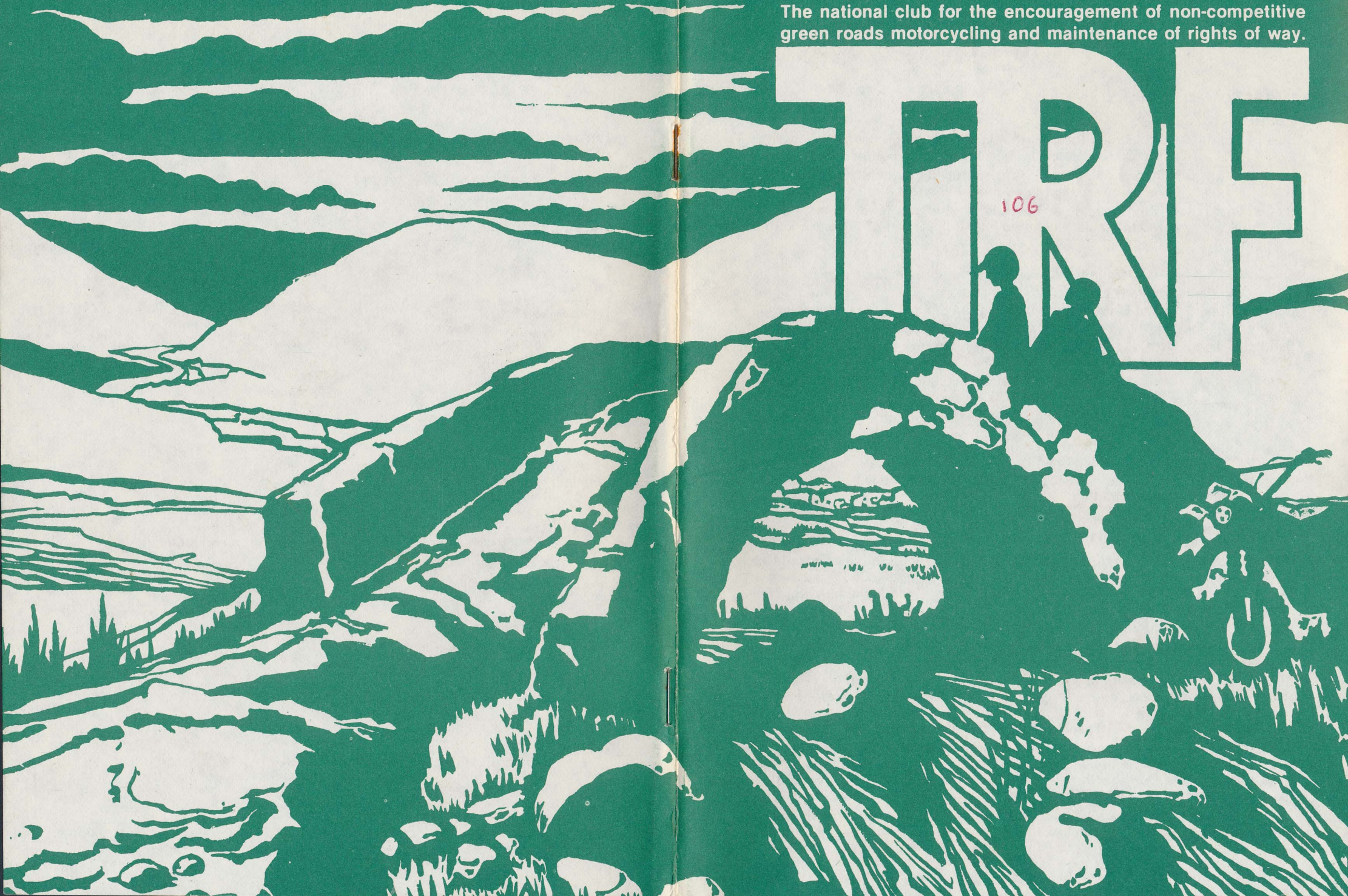


The national club for the encouragement of non-competitive green roads motorcycling and maintenance of rights of way.

TRE

106



TRAIL RIDERS FELLOWSHIP

BULLETIN No. 106

February / March 1985

DATES FOR YOUR DIARY

FEBRUARY

- Sunday 10th Bristol Group Run. North Avon, Kendleshire. Contact Tony Webb or Ian Clarke for details. Telephone: Winterbourne 772291.
- Sunday 17th Derbyshire and South Yorks Group Run — 'Last of the Summer Wine' area — contact Ian Dunsire for details.
- Sunday 24th Bristol Group Run. North Wilts. Contact Steve Thomas or Tim Salveson for details. Telephone: Chippenham 656663 or 651760.

MARCH

- Sunday 3rd Bristol Group Run. Avon/Somerset. Contact Dave Barnett. Telephone: Bath 25879.
- Sunday 17th Bristol Group Run. Quantocks and Exmoor. Contact Keith Payne. Telephone: Bristol 46718.
- Sunday 17th Derbyshire and South Yorks Group Run — north Derbyshire area. Contact Ian Dunsire for details. Telephone: Barnsley 742475.
- Sunday 31st Bristol Group Run. Avon and Wilts. Border. Contact Dick Tallon. Telephone: Chippenham 653315 (work).

APRIL

- Sunday 14th Bristol Group Run. S.W. Avon. Contact Brian Walters. Telephone: Whitchurch 835165.
- Sunday 21st Derbyshire and South Yorks Group Run — Bawtry area. Contact Ian Dunsire for details.

LAKES AND DALES RUN 11th/12th MAY, 1985

This two day Ride will be based on a town near the M6 with runs leading out from a central point over the weekend. This is to help those who found transportation difficult last year on the John Ebbrell Memorial Run — ending up in Morecambe, the car and trailer still in Scarborough!

Organisers Alan Kind and Ken Canham are looking into the possibility of using some sort of outdoor centre for the weekend; alternatively, lists of B&B places will be drawn up. Costs to entrants this year will be around £8.

The most important factor is that we must have reliable group leaders. As an incentive to run leaders, we are offering free B&B (or petrol expenses if local) to anyone willing to lead for both days. Before any further organising can be done, Ken wants a list of around 10 people who can be relied upon to turn up and lead.

Groups will be no larger than 6 and it is hoped to keep numbers to around 50. Obviously, if response is overwhelming, we will try to get more leaders but may lead runs into the Durham/Northumberland direction rather than overcrowd the somewhat sensitive Lake District.

If you can help, please contact Ken Canham — Overdale, Woodside Villas, Hexham, Northumberland (and enclose an SAE).

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

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

Membership Secretary
Ian Thompson
Glebe House, The Square
Newquay, Cornwall TR7 3HD
Tel: (06373) 2813

EDITOR'S RAMBLINGS

To those of you reading this editorial, thank you for renewing on time; to those of you moaning about not receiving this Bulletin, send your £8 to Ian NOW!

I was sickened to read that once again the loonies were out again on the Ridgeway on Remembrance Sunday in November. It is supposed to be a time of remembering those lost in the wars, NOT those lanes lost in the legal wars against anti-motorcycling factions. It all makes for hard work for our rights of way officers and publicity officer, Alan Kind, when they have to pick up the pieces and convince Joe Public that we're not all hooligans. Maybe it would be an idea to preach to the competition clubs instead.

The British Motorcyclists Federation (BMF) celebrate their Silver Jubilee this year and, to mark the occasion, have decided to support the NSPCC. I am sure that the BMF would appreciate any help on the fund raising side from its affiliated clubs. As news of this has only just reached me, I don't know what the 'official' national TRF help will be, but if any local group wants to do their own thing to help the BMF's chosen charity support, then feel free.

I would again remind Group Reps who wish to advertise their 1985 programme to send these to me as soon as possible; Derbyshire and South Yorks Group and Bristol Group seem to be operating a cartel at present on the Dates Page.

I went to the Trentham Dirt Bike Show back in December and, although primarily concerned with the competition rider, I was pleased to see the new British trail bike on show — the Armstrong 350/500. At the time of the show Armstrong were just showing the civilian version of the MT 500 Army machine to gauge interest but said that they had had many enquiries during the course of the show. With the Japanese seemingly concentrating their trail design efforts into making larger and more impractical trail machines, Armstrong may just be able to step into the mid range market with the 350 and cater for the 'he-men' amongst you with the 500. The price, said to be possibly around £1500—£2000 will probably be its most limiting factor but, having said that, I spent Christmas riding around on an XL250R with a price tag of £1398.

Around Christmas was indeed the first time in four months that I have been near a trail ... it was also the one and only day we had nine inches of snow! Never have I seen so many trail riders out on one day. Dave and I met several members of the North Midlands Group on a lane near Sheffield whose faces lit up considerably when we said there was a pub right at the end of the lane! We also met one lad — hopefully a prospective new member — who said he loved trail riding because he loved falling off ... and he was doing plenty of that when we last saw him.

Finally, if you live in either the Scarborough or Swindon areas of the British Isles, we have two new TRF groups forming. Contacts respectively are:

Roland Hill, 8 Collingsons Lane, Rillington, North Yorks. YO17 8LP

Ron Carter, 'Lynton', Westwood Road, Ebley, Stroud, Gloucestershire

LETTERS

I am a new member to the Trail Riders Fellowship, joining during October last year. Reading through the Bulletin I particularly like the test reports, riders' stories and members' comments on bikes.

I own an 'A' registered Honda MTX200RWD which I believe to be an excellent trail bike. It is styled very much like a motocrosser with (what I think) is a performance to match.

Being a 200 c.c. motorcycle it falls into the 101 to 225 c.c. insurance bracket, making it very affordable. Petrol consumption is good at around 80 mpg.

It is certainly not a bike for the squeamish though; in fact, a degree of riding skill is needed to restrain power on the road (particularly in heavy traffic). Wheelies are possible in the first three gears and a top speed of 80+ mph makes it overall much better than the Yamaha DT175 (which you seem to like because of all the quotes in the Bulletins).

M. Walton, Warrington, Cheshire

Glad you like the Bulletins, but please try and restrain your right wrist on the trails; wheelies don't gain us many friends amongst the anti-motorcycling brigade. *Rosie*

I was pleased to see trail riding getting sympathetic treatment in the October "Which Bike", although I was slightly disturbed to hear the author say "never but never, ride alone" as this may cause some people to be put off the idea. I can well see his point, if as a complete novice you go charging into the middle of Wales in January or February, but surely this advice is over the top when dealing with normal English green lanes? Of course I can see the dangers of ending up with a broken leg miles from anywhere, but what is the trail riding casualty rate?

I hope that it is not TRF policy to discourage solo riding for, as I think you would agree, it is vital if RUPPs and Byways are to be preserved they must be used, and used regularly, by local riders. If I were to wait for a club run in my area I'd ride my favourite trails about three times a year.

I have ridden in the area of the "Which Bike" article and have spent nights out on Welsh hillsides and forests in mid-winter. It is my view that part of that which makes motorcycling appealing is the sense of freedom it brings. That's why I joined the TRF, to help in some way to preserve the freedom to ride and have access to the open countryside. However, this is always accompanied by a great deal of common sense and an instinctive desire to preserve my own safety.

To ride in such inhospitable regions it is necessary to apply common sense, know your own (and your bike's) limitations and use the right gear. Education, as with all our problems, is the key to successful trail riding. Novices must be made aware that there are dangers but, with little thought and preparation, they are not insurmountable. If trail riding was easy it would take the fun out of it!

Gareth Richards, Calmore, Southampton



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,

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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

I am a Life Member near a painful end but feel that the TRF are wrong to include Trail Parks in their work. Stick to ROW which is more rewarding but threatened by a mean D of E now.

I have advised Andy Downes of Norfolk of how I see things. It appears that if a farmer erects a notice "Footpath Only" and no one objects in a 'reasonable' time then he gets away with it. I know Back Lane Walberswick – a LGA 1929 County Road still tarred in part – used by me in a car and always OKed to me by SCC ten years back is now "Footpath Only". It was probably only advertised in the local rag under the Wildlife and Countryside Act '81 Part 3. Our chief hope lies with the BBT who have now written to the D of E saying this Part 3 is unworkable. At a seminar in 1983, Graham Parker of the D of E did say that if a CC has knowledge of vehicular public rights then they must make a RUPP, OCR or even a BR a Byway. I managed to get the BBT to put this in The Municipal Journal. Otherwise, Parker said a CC is acting illegally.

In 1977 I had maps and files on all England and Wales and dispersed many via Brian Thompson who sent them out without noting to whom! I think Richard Marshall of Derby is now more keen and Michael Rowley can advise as Solicitor.

The WTRA seem to have folded – large tracks of good country are being sold by insurance company owners for large figures which include "valuable mineral rights."

Re Wiltshire – how about the old Salisbury Road – west from the race course still with mile posts – used by Venables. I know from visits to Wiltshire that many RUPPs were Enclosure Awarded Public Roads.

I think Dorset files exist via Keith Cockrill and Lincolnshire with D. Hill of Halton Holgate. Old Denbigh files went to Harper, 86 Hafold Park, Mold.

Essex and Suffolk – files were last with D. Andrews but I have had no reply to my letters. Even Kent, where I proved 200 RUPPs, does not reply!

Re Cumbria files, I lent them to D. Howe, now a Warden, and Alan Todd of Kendal now has these files. 1930 Parks Map shows Gatescarth as a "cart track" and Walna Scar was an OCR.

As far as Scotland is concerned, forget it – except for one long 23 mile General Wade Road; anywhere else, ASK.

It is a nasty long term problem which even in 1974 gave me a stroke. Since then the NHS have played me dirty tricks and hospitals dosed me with the wrong pills and finally separated my wife and I by 40 miles. I have since escaped to here, but there are still many snags.

That's all for now, but I have lots of names in my Pink Book.

Norman C. Smith, Room 7, Wainford, St George's Road, Beccles

A CAUTIONARY TALE by Colin Patient

Whilst overtaking a Rolls Royce last year, the central silencer box on my DR400 blew out its side, resulting in an enormous increase in noise and power ... just at the approach to a roundabout!

Having recovered from this I was faced with a replacement problem. I consulted Suzuki and the journals and decided to use Sammy Miller's version, saving weight and expense. The article arrived three days later looking smart in satin black, well made, lightweight but unguarded and incomplete. A telephone call confirmed that contrary to the illustrations, the engine mounting flange was not supplied – this was to be removed from the old system by cutting the pipe, rendering that useless should the system not fit (which was indeed the case).

After much juggling, the system was on, the bike fired up and was ridden around the block. The Fire Brigade appeared and were assured that no one was burning old tyres – merely the plastic coating on the pipes and the hitherto sealed air box modifying themselves to fit around the pipe.

More finger walking was getting nowhere, but eventually Mr Miller's man was prepared to return my money upon the return of their exhaust. Explaining that I wanted an exhaust to fit, as advertised, my now useless bike, I stated that the following morning would see me at the shop, bike on trailer and there would stay until satisfied.

Before 9.30 a.m. I was parked on the forecourt to discover salesman, storekeeper, secretary, coffee in cup and armchair all waiting. The bike was eheeled into the workshops. After 10 minutes various other exhausts were removed from display and taken into this forbidden area. A further 20 minutes and the sounds of hammers, hacksaws and oxy torches reminded me of early arrival at the dentist. I then heard the unmistakable beat of the DR400's engine, effectively silenced, and I released my breath.

Closer inspection showed that the man himself had modified the pipe angle and flattened the pipe to clear both suspension unit and air box and someone had made a bracket to fit a bracket to bolt this new system to the frame. Much touching of forelocks and handshakes followed, the bike was loaded and I was off home before lunch.

Total cost – £47 odd (for the original system)
Two very lengthy telephone calls
A day's loss of pay
A 120 mile round trip with car and trailer
An irreparable air box – £34 to replace (when available)

Suzuki's original replacement was £110+ – was it worth it!

The bike has now completed a further 1500 miles including local trail riding and a Brecon weekend; it is lighter and almost as quiet as the original system but once again needs painting.

Anyone know of a DR400 air box looking for a home?

Yes, trail bike exhausts really are a pain ...

After the complete metal content of an old cooker had been welded to, and rusted off, my KE175's exhaust pipe I decided I really ought to buy a replacement. By now the front baffle had come loose and the bike just would not run properly,



After the complete metal content of an old cooker had been welded to and rusted off, my KE175's exhaust pipe I decided to buy a new one. The front baffle had come loose and the bike just would not run properly. Norman C. Smith, Room 7, Waitrose, St George's Road, Bexley

refused to tick over and liked its choke nearly all the time (I was nearly choking as well as 2-stroke fumes rose up from a million holes in the said pipe).

On checking the press I was to find that NO ONE makes any sort of replacement exhaust pipe for this model — plenty of silencers, but as my aluminium one is still OK that wasn't a lot of help. A trip to the local Kawasaki shop lightened my pocket of £65 for the replacement part. "I don't want the whole system", I said, and was told "If you wanted the whole system that would be £130 ... plus VAT!"

Having paid out all that money I was not about to see it rust inside two weeks so decided, as I had done with a similarly priced part for my old XL125, to have the thing chrome plated. That cost a further £20 but at least I have a quality chromed pipe that will (a) not fall apart due to excessive rusting (b) will be easier to clean after trail riding because of the smooth surface and (c) will add to the value of the machine.

I have recently seen my old XL and the chromed exhaust pipe still looks as good as new after nearly 4 years. Definitely a good investment ... if you intend to keep the bike!

Rosie

LENGTH OF ENGLAND TRAIL RIDE by Chris Proud

Conceived and planned by John Kania, the trip commenced on Good Friday of 1984 with both of us taking our bikes on the train to Newcastle. Starting with the north of the border, we rode for 11 consecutive days covering about 1200 miles, over half of which were 'off road'. The terrain itself consisted at first of a great deal of desolate moorland and peat bogs, changing abruptly into the very steep stony mountain climbs of the Lake District Loop, before levelling out once more through the Yorkshire Dales and down to the Peak District. Here, although occasionally steep and rocky, was the only area familiar to us and we coped well, before again heading south to the flat lanes of Shropshire and into the varied and magnificent lanes of Wales. After that, on the 11th day, the Fosseway and Ridgeway led us gently back to the London rush hour.

The machines we used for our trip were my Yamaha TT600 and John's Husqvarna 510TE, both bought with this specific purpose in mind. We're still not sure if they are the ideal bikes for the job, certainly they coped well with all our luggage, deep bogs and water and are superb on the road, but they can be a bit of a handful on the trials sections. Big 4-strokes also give you cause to curse them many times when refusing to start after being stalled on decidedly dodgy sections. However, their handling and power characteristics are a delight and their petrol consumption about the same or better than a 125 2-stroke.

The only real mechanical problem we encountered occurred at Hawes in North Yorkshire when the Husky cooked its CDI unit and this entailed an arduous 600 mile round trip in a hired van to Pro Circuit in Chippenham to effect repairs (thanks lads!) in time for John to meet us the next day at Martin Lampkin's Travellers Rest, Pateley Bridge. The 'us' being myself and Brian Galloway on his IT125 who joined us at Hawes for five days.

Apart from the first two days, we made the trip with OS maps as our only guide. We would like to thank Ken Canham and Ken Dixon for helping us on Day 1 and Alan Kind for Day 2, and also all his help in the planning of the route and marking up a map over the telephone when we were lost in Yorkshire. Thanks also to all the local TRF members who marked up maps for us.

We condemn the actions of two brainless farmers who attacked Brian with metal sheep crooks when we strayed into a field while looking for a trail at Blubberhouses on the A59. Ironically, these same hysterical yokels, once calmed, put us on the right route, a matter of a mere 50 yards away. Shades of Deliverance, North Yorkshire.

Thanks also to Dick Sutton for marking a day's 'loop' on our Wales map. I know that a day in the Lakes and a day in Wales hardly scratches the surface of these exceptional trail riding areas, but Dick gave us the taste for Wales, with the Monks Trod and Strata Florida in our 8 hour loop. If I ever do this trip again, I'll allow three weeks.

In conclusion let me say that, although briefer than we had intended, this was nevertheless something of the ultimate trail ride, a real adventure which I recommend to anyone who wants to get their teeth into green laning.

RIGHTS OF WAY NEWS — Brian Thompson

OFF THE BEATEN TRACK

Some of our seven National Parks are becoming too popular with trails riders and we have been told bluntly that we are NOT welcome. We can certainly do without the heavy handed corps of National Park Wardens popping out from behind every rock and tree. The best time to ride in the National Parks is between October and April. In summer try midweek or Saturday rather than Sunday, but a better alternative — especially in the summer months — is to ride elsewhere!

Instead of the Peak District, for instance, try Nottinghamshire which recently had 300 green lanes reprieved from closure due to bureaucratic delays in not implementing the biased 1968 Act. A day out in Notts will make a pleasant change from overcrowded Derbyshire and the chances are you will not see a rambler all day. However, beware hostile farmers and ploughed out lanes. Although deterring use, you have a legal right to ride these lanes. One very attractive RUPP, Freeboard Lane, runs through Sherwood Forest off the A614 (near Normanton Inn, 7 miles north of Ollerton) for 4 miles to the B6005. The map for this area showing plenty of RUPPs is OS map 120.

Another underused region is the Yorkshire Wolds in Humberside. Unlike Notts, very few RUPPs or Byways are shown on the OS map because we lost a lot due to terrible apathy in the early years. We all relied on a disabled elderly gentleman named Norman Smith. We owe an awful lot to Norman who was the first rights of way expert for the ACU/BMF. OS map 106 shows several magnificent 60 ft wide green lanes some 10 miles long like the one from Tatton Sykes Monument (on B1252 between Garton on the Wolds and Sledmere) running SW to the A166 near Wetwang and shown on the map as a white road.


HONDA CHANGE THEIR ADS

Following official complaints to the Advertising Standards Authority by the RA, Honda have dropped ads encouraging trail riders to "ride them over the hills". Honda should have realised this is unlawful; for once I support the Ramblers Association.

DAY OF SHAME

Sunday, 11th November was another damaging day for the fight to keep open the Ridgeway. For the second year we have scored another own goal. A perfect gift for the RA who easily convinced the Countryside Commission and two out of three highway authorities that it must be closed. You would think lessons had been learnt and restraint shown. Instead, a group of mostly unlawful off road bikes blasted off at 10.30 a.m. in what one eye witness described as like the 500 Grand Prix Moto Cross at Hawkstone Park. Several well known riders took part. From 40 to 60 bikes joined in, mainly off-loaded from trailers, and several riders were seen removing silencers from these (mainly) competition machines. Observing this disgraceful disregard for every code of conduct was the new Ridgeway Officer, David Venner. Distressed at what he saw, John Lightfoot, Chairman, North Berkshire Club, bravely tried to stop them but without success.

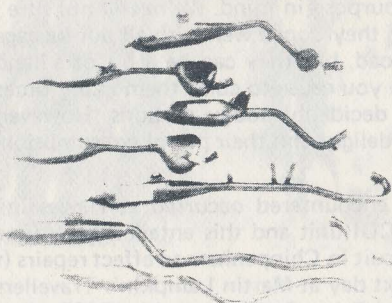
John was so angry he contacted the Police who later reported several riders for various offences. I support John's action as he was plainly worried at seeing years of careful restraint by local clubs, including the TRF, going out of the window in what was virtually a free for all scramble along Britain's most sensitive green road.



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XR200 RC

Suzuki SP370/400/DR400
£9.77 including P & P + VAT

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£7.47 including P & P + VAT

BAR BRACES £4.60 inc P&P + VAT

BAR PADS £4.60 inc P&P + VAT

BELT BAGS £5.20 inc P&P + VAT

One rider justified riding with the mob saying "We are so fed up of being threatened with closure we are demonstrating our anger and will ride the Ridgeway closed or not. They won't catch me" he said. I fear we have not heard the last of this day.

LANCASHIRE

The Salters Fell Road from Slaidburn 15 miles over the hills is the Ridgeway of the north western Pennines. David Howe, TRF supremo in Cumbria, reports that the County Council seek a management agreement with trail riders to limit use following noise complaints.

WILTSHIRE

The Larkhill Ranges Public Inquiry lasted two weeks and the TRF's Bill Riley attended on our behalf every day. Bill gave the Ministry of Defence lawyers (one £1000 a day fees) a good run for their money and exposed the weak MOD case. Well done, Bill! For over ten years Bill and Anne Riley have worked very hard to keep open the 1500 green lanes in Wiltshire helped by Pete Cuerden and Nick Chalk. Nobody could have done more.

OXFORDSHIRE

We are delighted to welcome an application for a Byway from the RA in Oxford. This is for the 1791 green lane from the A421 in Weston-on-the-Green to the old Bicester road west of Fir Tree Dairy. The County Council ask for our support and for any evidence of use by trail riders. Will local clubs and riders write in support to County Hall, Oxford OX1 1ND (attention Mrs Rose, ref: SR/MTB/ACC6103). Shows that some RA officials have no argument with trail riders and, given more of this display of tolerance, I am sure we could all share the countryside together.

NO EXCLUSIVE WAYS

Faced with continuing abuse, I sympathise with anxious members like David McWhinney who propose a locked gate and key system for careful riders. However, the practical problems apart from the legal ones are immense, and it may interest you to know that the retired Major-General who ran the British Horse Society in 1974 actually proposed this to the TRF. The BHS are the only countryside users not to press for a full ban on trail riders and I appreciate the tolerance of the present day BHS Rights of Way officer, Mrs Anne Lee.

VIDEO FILMS

The US film "*Evergreen Trailride*" is now available for hire from me in VHS or BETA, £5 hire fee. The 25 minute film, very slick and expensively made by Peter Starr (*On Any Sunday* fame) for the State of Washington to promote trail riding to the general public. With this video is a 20 minute Channel 4 feature with the TRF's PRO, Alan Kind and his group, and the RA's critical lawyer, Jerry Peariman. Some clubs who have seen the full 45 minute show say the Channel 4 feature is better than the over sentimental Hollywood film. A 16 mm film version is also available (hire fee £10) from me at 39 Warren Road, Thorne, Doncaster DN8 5PP. Tel: (0405) 814388.

Another video (transferred from an 8 mm film 1978/82) of trail runs will soon be available. Shot in the Lakes, Dales and Peak District, it shows some of the best trails in England.

RAMBLERS ASSOCIATION STEP UP THEIR ANTI BIKE CAMPAIGN

In the October issue of "*Rucksack*" (the RA's journal), Secretary Alan Mattingly launches a vicious attack against off road motorcycling.

The RA (in the article) announce that they are to step up their campaign for new legislation to curb motorcycling in the countryside. The RA state that "off road motorcycling is a noisy and aggressive sport promoted by people only interested in making a lot of money out of it, and practised by birdbrains who have no thought whatsoever for other users in the countryside".

The RA want all off road sport to be confined to closed designated sites which can be strictly controlled. This follows the 1983 Ridgeway crash and a similar incident during the SSDT when a rambler was knocked down by a competitor. The RA admit he suffered no permanent damage, but are angry that the Edinburgh Club gave short shrift to the RA's complaint and refused to trace the rider concerned.

This threat to curb off road and trail riding is dangerous, and the organisations must take seriously the RA's campaign to force us all into disused quarries. The RA have support at Westminster and, using public money, the RA run the House of Commons Rights of Way Committee, the Council of National Parks and have just been awarded an important role as consultants to the Countryside Commission.

The RA membership is growing fast and they need a victory to report to the militants and see off road riding as an easy target.

WINTER READING

While there is nothing better than a winter green lane run, the winter season allows time to get down to some serious reading and rights of way work.

"*Roads and Trackways in Wales*" at £7.95; "*Roads and Trackways of the Lake District*" at £7.95 and "*Peaklands Roads and Trackways*" at £4.95 from Moorland Publishing Company Limited, 9 Station Street, Ashbourne, Derbyshire, are recommended both for the casual trail rider wanting to know more about the history of old green roads and to the keen rights of way worker who may find evidence useful to open up lost roads.

For Scottish riders "*Walking the Scottish Highlands: General Wade's Military Roads*" by Tom Ang and Michael Pollard at £9.95 from good bookshops will prove invaluable. The Wade roads formed a network across Scotland from Perth to Inverness comprising at one time about 1000 miles. The Corrieyairack Pass and others are featured and don't be put off by the 'walking' title. We badly need a rights of way representative for Scotland (and for mid-Wales) and the above books will give budding volunteers a good start.

Meanwhile, I can supply various fact sheets to encourage DIY rights of way: "*Submissions in support of Byway status*" and "*Statement for interested bodies re Byways*" plus "*Information for Byway claimants*" and "*Use Evidence*" are available from me at 39 Warren Road, Thorne, Doncaster DN8 5PP, free of charge with a SAE.

The best reference book for keen rights of way workers is "*Rights of Way; Law and Practice*" £5 post free from Open Spaces Society, 25a Bell Street, Henley on Thames, Oxon. This guide is an absolute must if you are serious about saving green lanes and contains the very latest legislation.

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

A.J.S.	250 Trail	£1319	Kawasaki	KE100B3	£659
	360 Trail	£1368		KE125A11	£759
	450 Enduro	£1678		KE175D5	£799
		KLR250		£1549	
		KDX200		£1249	
B.M.W.	R80GS	£2874			
Beta	125 Rambler	£965	Morini	478 Sahara	£2095
B.S.A.	125 Tracker	£809	Suzuki	TS100ERZ	£729
	175 Tracker	£856		TS125N	£599
		TS125ERZ		£799	
		TS125XUE		£929	
		water cooled			
Honda	XL125R-C	£930		TS125XE	£949
	XL250R-E	£1398		(20 bhp)	
	XL600R-D	£1880		DR123SD	£859
	MTX125RWD	£998		TS185ERX	£799
	MTX200RWD	£1145		discounted to	£599
	XR250R	£1425			
	XR350R-D	£1525			
Husqvarna	125WR	£1379	Yamaha	DT125LC	£959
	240WR	£1683		DT125LC	£989
	430WR	£1782		unrestricted	
				DT175	£835
KTM	125 Enduro	£1649		IT175J	£899
	250 Enduro	£1799		IT200N	£1499
	420 Enduro	£1799		IT250L	£1769
				IT490L	£1821
				TT600	£1993

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BEWARE THE CLASSIFIEDS!

Winter is upon us, soon we shall be axle deep in snow as we ride the trails of Britain. Now is the time that many of us sit at home on the dark evenings, a mug of tea in one hand, a copy of *Trials and Motocross News* in the other, contemplating the classifieds. What better time than the winter for buying another bike, one that needs just a little work doing on it. How productive the evenings would be, what fun we could have in the garden shed tinkering with the latest acquisition. How envious would be our fellow riders when we turn up for the March run on a gleaming steed. "New bike mate?" "No, I bought it for fifty quid a couple of months ago." "Blimey, what a bargain!"

Reconsider, dear reader. As one who has bought and sold more motorbikes through the classified columns than I've had hot dinners (and I'm not partial to salads), I would like to take this opportunity to walk you through the maze of traps which are set in the column inches of the national weeklies, all waiting to be sprung on the unsuspecting punter.

As anyone who watches TV, goes to the supermarket or buys a house will know, each profession has its own set of advertising buzz words. Know the language and you're safe, ignore it at your peril.

For example, when buying a house we all know that "productive vegetable plot" on the agent's details really means "the garden is completely overrun with weeds and you'll need a machete to find the clothes line." Now we all know this, and that's what makes buying a house so much fun. But in the world of motorbike advertising there are a whole new set of ground rules. The ads abound with beautiful one-liners put into the copy to tempt the prospective purchaser to pick up the phone.

Here are the most commonly used, along with their literal translation:

Enthusiast maintained	The owner was an enthusiastic user of mole wrench and lump hammer
Stored for last five years	The bike has been outside in the garden for the last five years
Engine stripped for inspection	The current owner took it apart and can't get it back together again
Complete with spares	Either: All these bits were left over last time I rebuilt it Or: You'll need this lot to keep it running
One careful owner	One careful owner – and three that didn't give a bugger
Ideal winter rebuild	The insurance company has written it off
Needs finishing	The whole thing is in bits and can be delivered in a tea chest
90% complete	The wheels are in the frame but the engine is still in the tea chest
Consider part exchange	I'm really desperate to get rid of it
Mortgage forces sale	New bike is on its way and I want to get rid of this old nail

Wife forces sale

The wife has left me so I can now afford that new bike I've been promising myself

Ill health forces sale

Last time I went out on it I frightened myself stupid

So, if you must buy a bag of nails to rebuild this winter then take heed, pay attention to the ads, read them carefully and try to spot any of the more obvious misleading statements.

One final word of warning, if you are going to go ahead and buy an old hack and you feel confident with the jargon, never, never, never buy a bike which is advertised thus: "Never used off road." I can guarantee that it has done at least a full season's enduros plus Le Touquet and has never been washed. Happy hunting.

Graham Sprigg (They don't call me Arthur Daly for nothing)

IMPROVE YOUR NIGHT LIFE — Rosie Swindells

Unless you are lucky enough to have one of the new breed of 12 volt electrical system trail bikes, you will be all too familiar with the 6 volt glow worm lighting system. Until recently, for some obscure reason, whenever a bike was designated a 'trail bike' it would be handicapped with 6 volt electrics whereas its road-going brother would get the 12 volt treatment.

So what can you do to improve your night vision? Well, carrots are supposed to help, but for those who really want brighter lights on their trail bike, all is not lost. Unfortunately, unlike 12 volt headlight bulbs, 6 volt bulbs seem to come no brighter than the standard 35 watt type as fitted. (And, as member Glenn Stevenson found out, some come as dim as 15 watt — and don't last very long!) In any case, even if a greater wattage bulb was available, it is likely that the increased current would lead to lower voltage available to the bulb due to resistance in the wires and could even result in a dimmer light.

It is the shape of the reflector bowl which determines a headlight's performance. Generally speaking, round headlights will often be better than rectangular ones, as it is easier to make a good reflector for them than for a rectangular light, which tend to have a shallower shell. Shell size is a problem on bikes, when, particularly with Japanese machines, the shell not only houses the light, but also a whole mass of wires and connectors. Unlike a car, where a larger shell can be hidden under bodywork, bike styling dictates that the shell will be no bigger! The lens controls the beam direction, how sharply the beam dips and where, and the direction of the main beam.

The most popular way of uprating your existing headlight is to use one of the conversion kits on the market. CIBIE seem to be rated as one of the best companies offering conversion kits; in fact, they carry the largest range of motorcycle conversions.

CIBIE have a tungsten 6 volt conversion kit available which will fit most trail machines. These headlamps tend to be an improvement over most standard fitments but still fall short of a good 12 volt powered light.

Recently though, CIBIE have produced a 6 volt halogen conversion kit. The halogen bulb, specially developed for these conversions, is a 35/35 watt bulb whereas all previous 6 volt halogen bulbs had a value of 60/65 watt which was inevitably too powerful a bulb even for the most powerful of 6 volt generator systems.

The 6 volt halogen conversion kits cover all applications covered by the 912, 916 and 922 6 volt conversion kits in tungsten (i.e. just about all trail bike models). The halogen kits utilise the same lens and reflectors as the 12 volt models and give outstanding vision compared with the original equipment on 6 volt machines. When seen side by side, it certainly outshines even their own tungsten headlight.

I have used both types of 6 volt CIBIE headlights over the past 12 months; the halogen on an XL185, the tungsten on a KE175 (with SL125 headlight shell). Both kits fitted straight in with no problem — I know there will always be exceptions though. At £17 for the 5¾" diameter size and £19 for the 7" diameter size — and roughly the same price for either tungsten or halogen type, I feel this is a fair price to pay to be able to see well in the dark. For any blind bats like me, I would certainly recommend the halogen unit every time.

For details of stockists and/or further information on the CIBIE conversion kits, contact:

SEV (UK) Ltd., Stewkley Road, Soulbury, Leighton Buzzard, Beds. LU7 0EQ

GROUP NEWS

CAMBRIDGESHIRE

Despite many good intentions and a few false starts, many moons have passed since any reports from the Cambridgeshire Group have appeared in the Bulletin.

In addition to the usual local monthly runs we've done a few away fixtures too. The weekend following Easter saw us riding the Quantocks and Exmoor with maps marked up courtesy of Ian Thompson. A most enjoyable weekend for the ten who went, largely due to the hot, sunny weather, although even that early in the year dust was starting to become a hazard. A few weeks after that, Mike Dawson (PE175) and I made out way to Scarborough to join Ken Canham's superbly organised run. I really hope that this will be repeated as it scored 10 out of 10 as far as we were concerned. The Welsh south to north was a very different story organisation-wise, but nevertheless was much enjoyed by the Cambs. contingent. This time I was accompanied by David Edgar (PE250). The main thing I remember about this trip was the temperature of the water on Strata Florida. Many weeks of 80 plus weather made the crossing and re-crossing of the stream akin to riding in a lagoon, and brought back most strongly memories of riding in Singapore in my RAF days.

We had a few weeks respite, but September saw Ritchie Shaw (250 Moto Gori) and myself bound for the Emerald Isle; his first Safari and my second. I really recommend every member to try to make it to at least one Safari in their lifetime. It really is incredible not to find any sort of hostility from either the local population or walkers. On the contrary, they all go out of their way to be as helpful as possible. There are a multitude of stories about stranded trail riders being cared for by local people until their rescue by Mick MaCeoin (the organiser). This time an American by the name of Dick Brass broke the chain of his borrowed DT175 many times, and when he'd run out of spare links to fit he was adopted by an Irish family pending his rescue later that evening by Mick. It was several hours before the operation was completed, by which time Dick had put away enough of his saviours' bottle of hooch that he had trouble in walking to Mick's van! Yes, Dick will take back to Utah many stories of the '84 Safari.

In October eight of us paid a visit to Northumberland where we spent the weekend being shown the sights by Alan Kind and Ken Canham (excellent guides both) and we enjoyed another hassle-free weekend riding in what to most of us was previously unknown territory.

Looking back over the year, we've been fortunate with weather on all of these trips, and likewise with lack of mechanical problems.

I would particularly like to find someone who could mark up a map for me of Oxfordshire. The area I would like would be within the area bounded by Chipping Norton, Burford and Woodstock. I've always thought this amongst the most interesting countryside in the Midlands and would like to try and organise a visit next year. If anybody can help, please drop me a line.

Hugh Mason, Group Rep., Cambridgeshire TRF

CUMBRIA

Please note that the new Rights of Way Officer for the Cumbria TRF Group is David Howe, 3 Greenfoot, Mealsgate, Carlisle CA5 1DF. He also says that if anyone is in that area, there is a good B&B place at Delph — Globe Farm.

BRISTOL

Bristol Group recently had a promotional display on show in Fowlers Motorcycles of Bristol. Christine Thomas did the graphics (i.e. hard work) and Gwyn Thomas drafted the text and layout (see photograph). It created much interest and it is hoped to gain more members. The same display was transferred to the Bristol Dirt Bike Show on 12th December.

At the AGM held on 12th November we voted in a new committee as follows:

Chairman	Richard Tallon
Secretary	Julian Dagger
Rights of Way Officer	John Davey, 21 Glenroy Avenue, Kingswood, Bristol
Treasurer	Bob Harris
Public Relations	Gwyn Thomas
Runs Co-ordinator	Steve Thomas
Lane Clearing	Richard Earle

LODDON VALE — AGM

The Chairman reported that a successful run had been organised each month in 1984 using RoW in Berkshire, Hampshire, Surrey, Wiltshire and Buckinghamshire. In addition, three trail riding long weekends had been arranged in Brecon, Shropshire and Derbyshire, all of which had been well supported. The help from members of local TRF groups during these weekends was much appreciated.

The Social Secretary said that a video evening of motorcycle films and a skittles evening had been held during the year and these were considered to be very successful and enjoyable events. A barbeque in the summer had been cancelled due to lack of support.

The Group has also started to record all the lanes ridden during the group runs each time, preparing a formal statement of usage signed by all participating riders. These statements will be filed away as evidence of use. Photographs of lanes used are also being taken and filed away.



There was considerable unrest amongst members of the Loddon Vale Group because, although it was definitely not TRF policy, the provision of trail parks was increasingly being associated with the TRF by motorcyclists and the general public. It was proposed that the Loddon Vale Group should withdraw from the TRF and that members should form a new trail riding club, with a new name, entirely independent of the national body. After discussion, there was a majority in favour of remaining part of the TRF.

It was decided to make the position of Group Chairman/Secretary separate from that of Group Representative on the TRF Executive Committee. Accordingly, John Holloway was elected Chairman/Secretary and Don Lewis as Group Representative. Barry Fudge was re-elected Treasurer and Steven Holloway as Social Secretary.

The election of RoW Officers reflected the increasing emphasis put by the Group on rights of way matters. John Higgin was elected RoW Co-ordinator, to whom all incoming RoW information should be sent and with whom the Group RoW Officers covering particular areas and interests should liaise. These were elected as follows:

East Berkshire	Bernie Green
West Berkshire	Alan Watson
Oxfordshire	Pual Bussell
North Hampshire	Don Lewis
Ridgeway	Chris Thomas
RoW Usage Collator	Colin Patient

Don Lewis, Loddon Vale Group

DERBYSHIRE AND SOUTH YORKS

Socially, Entertainments Officer Ann Stevenson has kept the meetings active. The games night saw normally non-competitive trail riders keenly battling it out to the death in darts, dominoes and pool.

Our Christmas social was not as well attended this year as in the past — those who didn't come, you missed a good do. Pete Stefanski brought along his new movie film of the May Coast to Coast Run together with some of the golden oldies. Yes, the one of Brian Thompson falling off in the stream was run forwards, backwards, in slow motion

The "Grin and Bear it" award for 1984 had a staggering three nominees this year. Our Group will be getting a reputation as crashers soon! This award goes to the member who had the most spectacular crash over the last year. The nominees were: Dave Swindells, Dave Bonsall and (last year's winner) Paul Crossland. As all had been good crashes, it was all down to 'how many stitches — if any', 'time off work', and 'pain and anguish'. Dave Bonsall won, having crashed while leading Ken Canham and party around Derbyshire. Only a bit of fun, really, and all done in the best possible taste.

We have our AGM in February when we will be looking for a new Group Rep. Ian Dunsire who has ably kept us on the straight and narrow for many years now feels he has too many home/family/business commitments to carry on. Mind you, none of us will let him sell his bike, so he had no excuse to stop trail riding.

Better late than never, Paul Blezard gives a rider's eye view of the John Ebbrell Memorial Trail Ride

HOW TO DO 700 MILES IN A WEEKEND (ON A TRAIL BIKE)

8.00 a.m. Saturday. A couch in York. Five hours sleep after the ride up from London. I must be crazy to do a full day's trail riding after that, but by the time we get to the car park in Scarborough I'm raring to go, along with 50 fellow masochists.

A gentle trot along the seafront, then out into the country and onto the first green lane. A nice easy one to start with? No such luck. As we hit a steep muddy hill an XT500 breaks its kickstart and an XL185 snaps both levers! At the top the terrain changes to superb forest tracks and trails. We cross a picturesque ford and do a



complete circuit of green lanes before heading off west again. First puncture goes to my mate Rod on his XL500R but it's quickly fixed in a team effort.

A large fallen tree trunk enables us to assess our companions' expertise as they surmount it with varying degrees of style and skill.

On a fast stony track my XL500S front wheel punctures, but I don't allow this to impede progress to the pub a couple of miles away and we repair it over lunch.

Within ten miles it is flat again, and the group can't wait as we stop to replace the lifted patch with two new ones, but this turns out to be a blessing in disguise. At the next staging point where new run leaders take over we meet Charles King whose group has failed to turn up so he takes just Rod and me and we make much better progress than we had in a group of seventeen.

Even the narrow tarmac roads between trails are exciting as they follow every bump and undulation of the moors. At one unseen corner Charles shoots straight on into the heather and I follow as Rod nearly falls off his bike laughing.

Later in the afternoon we hit 'Dead Man's Hill', a deeply rutted and very steep climb, and I need assistance for the first time. How on earth did that guy get the B40 up here?

At the overnight stop in Hawes we find B&B for £6 within 200 yards of the Sunday starting point. I haven't appreciated a bed so much in a long time. Even then I nearly didn't "appreciate a bed" at all. We got locked out of our boarding house room and had to be rescued by the delightful daughter of the house climbing in through the first floor window after her slightly slewed parents had been hastily called away from their Saturday night drinking session!

9.30 a.m. Sunday and the sun is still shining after a great breakfast. It's group photo time as I struggle to take a link out of the knackered chain. Within minutes we're climbing the steepest hill yet and I fall off for the first but by no means the last time. I'm still barely in control as I crest the hill bouncing from one tussock to another.

Now we come to some really peaty bog. Rod executes a perfect 'piked somersault' over the handlebars as his front wheel stops dead. I have near terminal hysterics at his antics but the joke is soon on me as the XL's front wheel disappears and I'm up to my hip in bog and still sinking. Help! Our run leader appears to have an amphibious XR200.

The view from the trails that follow the Pennine ridges is stupendous, although the rocky going gives the suspension a hammering; the steep descents are like riding down stone staircases.

After a long morning's ride we are nearing civilisation again when the XL suddenly slews sideways and comes to a halt with the rear wheels locked solid. My much loved Guernsey sweater will never be the same as we separate the chain to untangle it from the rear sprocket. Worse still, the delay means we miss the 2 o'clock deadline for Sunday closing. Catastrophe! Desperate negotiations with the landlord enable us to buy some cans to take away. Phew, that was close!

The rest of the afternoon is a bit of an anti-climax as we do not have time to do many more trails before the 4.00 p.m. finish at Morecambe. A final flourish across the pebbled beach brings us to the rendezvous in time for the presentation of a memorial plaque to John Ebbrell's widow, Eileen.

A great time has been had by all, the weather superb and the TRF has some well-earned revenue. This should be an annual event. Many thanks to Ken Canham, the organiser, all run leaders and to Dave Taylor for the loan of the bike.

ANNUAL GENERAL MEETING

Held on Sunday 14th October 1984 at Stroud Valley Sports and Social Club

Summary of the Minutes

- 1 The Secretary reported a very busy year with much time given to rights of way and the Ridgeway. There was no progress with regard to a new patron at present to take the place of the late Earl Howe. A question was put about the legality of knobbly tyres and the answer was that tyres must be suitable for the use to which they were being put. Only a High Court case could decide finally what was suitable.
2. Membership Secretary stated that we had achieved our target of 1000 members. He said the computer was working but asked that any members not receiving their Bulletin should notify him and he would check their addresses.
3. The Treasurer stated that the accounts had been audited and OKed. He proposed that subscriptions be raised to £8. This was seconded, discussed and agreed.
4. The Chairman read the report from Alan Kind, Press Officer. He said that publicity had produced many new members and in general was good. The Chairman said that Alan was the most effective Press Officer the TRF had ever had.
5. The Chairman reported that he had organised an insurance policy to cover any officially delegated responsibility that went wrong or for which the organiser or the Fellowship could potentially be sued.
6. Brian Thompson reported that the 1981 Wildlife and Countryside Act was generally in our favour but County Councils were in the main apathetic to new reviews and relied on our evidence for Byway status. He stated that he could not continue giving up his holidays and free time for green lane work and warned more tasks would have to be delegated.

It was asked if groups could keep Richard Marshall (Treasurer) up to date with the name of their Rights of Way Officer(s).

7. After much discussion on the subject of trail parks it was decided to keep to the Executive Committee view that the TRF should have no interest in trail parks, but if any member wished to help as an individual then the Fellowship had no objection.
8. The issue of voluntary restraint on the Berkshire Ridgeway was brought up. It was pointed out that any agreement of this nature would be with the Highway Authorities concerned and not with the Countryside Commission as before.
9. The question of a full time Rights of Way Officer was discussed. The Chairman felt that the funds needed were at present beyond our resources. With regard to outside funding, Kate Clow suggested a covenant was made to cover a 50% share in a person with the BBT. Ron Carter said that he had spoken to Graham Beamish who told him that the Heron Corporation could put up £5000 per annum for a RoW Officer. He was asked to confirm this and notify Brian and the Executive Committee. Granville Brown asked members to say what amount they would be willing to covenant to fund a full time person.

If anyone could help by co-ordinating any fund raising for such a post it was asked that they contact the Secretary.

10. It was asked that anyone intending to use the TRF name for any event outside the normal TRF activities should notify the Secretary in the first instance.

11. The 1985 Executive Committee remains as before:

- Chairman: Seymour Moss, 47 Long Deacon Road,
London E4 6EG
- Secretary: John Higgin, 11 Askew Drive, Reading,
Berks. RG7 1HG
- Treasurer: Richard Marshall, 1 Burlington Close, Breaston,
Derby. Tel: Draycott 3416
- National RoW Officer: Brian Thompson, 39 Warren Road, Thorne,
Doncaster DN8 5PP. Tel: (0405) 814388
- Membership Secretary: Ian Thompson, Glebe House, The Square,
Newquay, Cornwall TR7 3HD
- Editor: Rosemary Swindells, 87 Whiteways Road,
Sheffield S4 8EW
- Public Relations Officer: Alan Kind, 3 Mitford Gardens, Wideopen,
Tyne and Wear



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(6)

The popular belief is that trail bikes, particularly those under 350 c.c. are, with the exception of trail riding, only suitable for commuting or for short trips. Whilst a larger capacity machine will undoubtedly make for more comfortable touring, don't think that you can't tour because you ain't got the c.c.'s. It didn't stop members Leo Crone and Pete Masters from Co. Durham....

SPAIN AND BACK ON AN XR200

Half way round lap 2 of the White Horse Enduro the clutch on my XR200C burnt out completely, bad enough in itself but when I was to be touring Spain on it in six days time, the magnitude of the event becomes apparent.

Four days later with a new set of clutch plates, trail tyres front and back and a change of engine oil the XR was ready. A rack from an RD350LC was boded onto the back, onto which was strapped the spares and a 2½ gallon petrol can. A tank bag was mounted precariously on the petrol tank and I was ready after much burning of the midnight oil.

My travelling companion for this trip was Pete Masters on his trusty, rusty XL250SA. He had finished his preparation on Thursday evening, having started late Thursday afternoon.

Saturday dawned bright and COLD. The trip to Plymouth, for the ferry to Santander, was the longest day's journey of the holiday, consisting of 400 miles at an average of 50 mph, which as all you calculators know is an 8 hour journey. It was on this leg of the trip that the shortcomings of the XR's seat were becoming painfully apparent.

The crossing to Spain took 24 hours and was a very smooth affair. On the way over we met Bill, a Brit en route to his boat at Palma. He was riding a recently acquired SB200 loaded down with 48 tins of pilchards, which are apparently very hard to come by in Spain!

Disembarking, we had breakfast in Santander and from there set off and up onto the Sierra, by the smallest roads we could find on the Michelin map for that area.

The previous December, Pete and two friends had toured Spain by Reliant Robin and had found hotels and motels to be cheap and plentiful; so it came as a bit of a shock to discover our first night's stop, Vittoria, had neither a hotel, motel nor convenient patch of grass to crash out on. Not having packed a tent (Pete's advice) we headed out of Vittoria in search of accommodation. We eventually found one of the many nationally owned hotels (Parador) which are rated 4-star with prices to match (£9.50 each, evening meal and bed).

The following morning we headed east for the foothills of the Pyrennes, once again sticking to the minor roads which criss-cross the Sierra. Unfortunately, on one road we crissed where we should have crossed, and ended up doing a 20 mile circuit. We did eventually reach the foothills where we found some very interesting road/tracks which either ended in front of a large mountain or snow drift. The only problem with these roads was the lack of hotels, so back down onto the Sierra in search of accommodation.

The second night's stop was far cheaper and well within the £10/day we had set ourselves to spend.

Next morning we set off to conquer the Pyrennes while heading in the general direction of Andorra, a small republic under Spanish rule. We spent that day climbing up and coasting down numerous small passes before stopping at a motel near Seo di Urgei on the Andorran border. We ate at the motel restaurant which



I'm sure had a good menu but it was all in Spanish so the outcome of the meal was always in doubt. Fortunately, Pete got the booby prize in the shape of braised quail.

The following day we topped up in Andorra la Vella, the capital of Andorra, bought a sticky bun each for breakfast and headed up the highest road we could see on the map. The road chosen eventually divided, one branch leading to a small waterfall, the other turning into a ski-run. About 6000 ft above sea level the snow prevented further insanity so we admired the scene for a while before leaving.

From Andorra we made a brief foray into France before once again entering Spain near the east coast, which was to be that night's stop.

One night in Llorret de Mar convinced us the cheapest hotels in Spain were not enough reason to linger too long on the east coast, so we headed inland for our objective for that day, Madrid.

Filling up with petrol (4 star at £2.08/gallon) at one of the hundreds of petrol stations, we headed for Madrid to encounter the only bad weather of the trip. It changed from a balmy 70°F to 40°F, along with heavy rain which persisted for the entire afternoon's journey, so we decided to make an early stop about 10km outside Madrid.

The following morning the rain was still falling, as was the temperature. A brief stop in Madrid to get our quota of tourist shots and then off in the general direction of Portugal. The roads we chose en route ran through mile after mile of olive groves which, after four hours, proved very boring.

That night we stayed in a small town called Plasencia which was celebrating the crucifixion of Christ. This took the form of the entire population of the town walking around the town square which remained open well after midnight. Pete and I left about 12.15 a.m. and the place was still seething with Spanish families dressed in their Sunday best.

Next morning we headed for a small crossing into Portugal which we had picked out (at random) the night before. To cut a long story short, we spent 45 minutes trying to get into Portugal. The hitch revolved around a 2" square piece of paper we had not obtained from the border post (7km back).

Portugal was a real surprise, cheaper than Spain, better accommodation, roads and people who were both polite and well spoken, qualities rarely encountered in Spain. We headed for the north coast of Spain via the Estrela mountain range which lies in the north east corner of Portugal. Once over the Estrelas we re-entered Spain and travelled in the general direction of Santander.

Our last full day in Spain was spent in search of the highest mountain pass we could find, the object being to break our free-wheeling record. Every major ascent was followed by 6 or 7km of free-wheeling down the other side. Our record was set on the last day we were supposed to spend in Spain — 9 miles without a piston turned in anger, with my speedo registering 58 mph at one point.

Our last night before catching the ferry was spent in a small fishing village, San Vicente de la Barquera, and it turned out to be our only disappointment. The motel was quite expensive with little in the way of amenities. We had run out of Spanish money but the desk clerk agreed to take Travellers Cheques. On our departure the management changed its mind so down into the village to change a couple of cheques in one of the many banks. A four day *bank* holiday put paid to plan A so we tried various shops and hotels in the town square — still no joy. We eventually got the motel to take Travellers Cheques (at a reduced rate). All the while we had visions of our ferry loading up and sailing off into the sunset minus two motorbikes. A mad 70 mph dash to Santander ensured we arrived before sailing time. We ran into the terminal to be greeted by lots of Brit tourists milling about, the reason being a one day strike by French seamen manning the ferry. Fortunately, Brittany Ferries put us up in a 4 star hotel in Santander.

The following day we boarded the ferry along with a number of other motorcyclists (mainly with large BMWs, Hondas and Yamahas). That night most of them met in the (expensive) bar. It was from one of these motorcyclists that I learned the actual meaning of the signs we had seen all over Spain which I took to mean "Private woods of the owners" but which actually meant "Open season on trespassers."

While travelling through Spain we had seen very few large capacity bikes, except in Andorra where tax laws make bikes cheaper, but there were thousands of mopeds and small, very old, Bultacos and Montessas. We had seen what looked like one group of trail riders but we were travelling in opposite directions preventing any dialogue. There were plenty of cart tracks evident but we were never sure of their legality and, as such, we left them well alone.

The journey from Plymouth lasted 8½ hours; the last 1½ hours in the dark, which is no joke with XR headlights. The only noteworthy event of the journey being my engine blowing its base gasket 30 miles from home, the consequence of which was a huge oil leak and slight loss of top end performance.

Altogether, Pete and I covered 3,118 miles in two weeks. As was usual for our Continental trips we both took out AA Continental cover, compulsory green card

insurance and additional medical cover. The tour was most revealing, showing Spain to be a country of contrasting scenery, people and accommodation, and as usual I suffered my three weeks withdrawal afterwards.

Pete and I have this year planned a three week trek across North Africa — if anyone is interested let me know!

(I think it's usually called the Paris—Dakar or something — Rosie)

DARK LANE (Continued)

It is now nearly a year since I opened up Dark Lane, Priddy. Nothing dramatic has happened. The lane is used by a few trail riders, walkers, horse-riders and myself, both on foot and on bike. I've even taken my sports cycle up and down just for the hell of it!

Behind the scenes, the Parish Council's formal request to County Hall to reclassify the lane to bridleway has been simmering, awaiting the December sitting of the RoW Panel. I found out that the County's Highways Sub-Committee had created a Rights of Way Panel (like Wiltshire) which sits 'in camera' in December to report on local Council's application. The County Solicitor also looks at the evidence regarding the issue and the decision then goes back to the Highways Sub-Committee.

The RoW Panel, I discovered, comprised four Somerset County Councillors. I obtained their names and addresses from the Planning Department and have already lobbied the first, presenting the TRF/BBT case and showing the Dart Report and photographs of Dark Lane.

The Panel includes one Air Vice-Marshall, one Major and two 'Misters'. I have already had an interview in the AVM's home and I was very cordially received. He has assured me of his support and said that County Hall are very reluctant to change the status of any highway, up or down. If the Definitive Map showed Dark Lane as a RUPP, that was how it should stay.

I also telephoned my own County Councillor, a lady, who agreed to meet me that same day and we had a congenial chat at Minories Cottage. We then walked up and down the lane itself. The lady is Chairman of a Planning Committee and was sympathetic to our cause, although she did say that the noise of motorcycles in the countryside was the single most important factor in determining our acceptance by others. I gave her a TRF National magazine, PR brochure and Code of Conduct. (All RoW Panel members will also receive the same.)

It was interesting to learn that none of my contacts, so far, had read the Dart Report or seen any TRF/BBT pamphlets.

Both County Councillors I have met were very accommodating and courteous. Any impressions are all favourable. They want to be helpful, are sympathetic, and I am confident they will report on our side. I am most encouraged.

There are three more Councillors on the RoW Panel to meet in person. I have made telephone contact with two and interviews will follow soon.

Gwyn Thomas, Bristol TRF

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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.

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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.

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COPY DATE FOR BULLETIN 107

25th FEBRUARY 1985

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
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Tel: Bath 333667

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Mellor, Stockport SK6 5AN

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Rotherham, S.Yorks. Tel: Barnsley 742475

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28 The Woodcroft, Diseworth
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7 Hammond Road, Knottingley
WF11 0HL

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Dave Andrews, 123 Burrow Road
Chigwell, Essex

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Roy Scrafton
11 Lansdowne Road
Taunton. Tel: 54386

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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.

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

NORTHUMBERLAND

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

3rd Tuesday —
Ryton Rugby Club, Ryton

NORTH WALES

Stan Whitaker, 15 Wedgewood Heights
Holywell, Clwyd

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

NORTH WEST LONDON

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

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

NORTH YORKSHIRE

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

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

SHROPSHIRE

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

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

SOUTH EAST

Steve Neville, 115 Ifield Way
Gravesend. Tel: 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 nr. Bishops Waltham)

SUSSEX

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

Contact John (every other month —
i.e. February, April, June, 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, Middlesex

WEST ANGLIA

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

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

WEST MIDLANDS

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

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

WEST YORKSHIRE

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

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

WEST WILTSHIRE

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

1st 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 p.m.
Hill & Cakemore Ex-Serviceman's Club
Victoria Road, Blackheath, W.Midlands