

TRE TRAILRIDERS FELLOWSHIP

Bulletin 109 August/September 1985

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

TRAIL RIDERS FELLOWSHIP

BULLETIN No. 109

August/September

DATES FOR YOUR DIARY

AUGUST

- Sunday 4th Teeside Group. 9.00 a.m. Stokesly town square. Easy trails only. I'll be using my XJ650 road bike. Contact Leo Crone, Teeside Group Rep.
- Sunday 11th West Yorkshire Group. Richmond Run. Contact Jim Souter. Telephone: Bradford 611789.
- Sunday 11th Green Lane Day Out. Start Baslow, Derbyshire main car park 11.00 a.m. For road bike, pre-65 trials bikes, green lanes specials, etc. and a few trail bikes. 50 mile route taking in easy green lanes in Peak National Park. Entry fee £1 members, £3 non-members. Contact Brian Thompson. Telephone: 0405 814388.

SEPTEMBER

- Sunday 1st Teeside Group. 9.30 a.m. Bainbridge. A long day riding some of the more demanding trails in the north. Contact Leo Crone.
- Sunday 8th West Yorkshire Group. Hebden Bridge Run. Contact Jim Souter.
- Saturday 21st Executive Committee Meeting. King George Vth Memorial Hall, Hockley Heath. 1.00 p.m.

OCTOBER

- Sunday 6th Teeside Group. 9.00 a.m. Richmond town square. Trails include Fremington Edge, Stalling Busk, 'Buckden, Foxup Moor. Contact Leo Crone.
- Sunday 13th West Yorkshire Group. Scarborough Run. Contact Jim Souter.
- Sunday 20th ANNUAL GENERAL MEETING, National Motorcycle Museum, Bickenhall, near the National Exhibition Centre, Birmingham.

Cover Photograph — *Pete Masters on Rutland Rigg*
Photo courtesy *Mike Cowling*

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
St Columb Minor
Newquay, Cornwall TR7 3HD
Tel: (06373) 2813

EDITOR'S RAMBLINGS

A challenge now to all you photographers! The new cover design cries out for your photographs. Preferably black and white but clear colour is also suitable. Please send any cover contenders to me with a brief note to say who is on the photo and where it was taken. Sorry, but I cannot guarantee to return photographs but will pay for a copy if you send me the negative.

And to keep your Bulletins in pristine condition, why not protect them in a binder? Designed to hold twelve copies, these plastic binders bear the TRF name and are available from John Higgin price £2.50 each.

We have been fortunate to be able to book a room at the National Motorcycle Museum for this year's TRF AGM. An ideal opportunity to combine TRF business with a visit to the Museum. I understand there may be some machines on display, but if you want to go into the Museum you will have to pay. The AGM is to be held on SUNDAY 20th OCTOBER and all items for the agenda must be with John Higgin by FRIDAY 13th SEPTEMBER latest. Be there if you want your say on the Fellowship's policies!

Group reps. — don't forget if you want an up-to-date list of members in your group, please contact Ian Thompson. Lists are only being issued on request, so if you don't ask you won't get.

At the last Executive Meeting the comment was made that it's always the same faces and the same groups represented. Before you say, "ah, but it's too expensive to travel there ..." did you know that if your round trip exceeds 120 miles then the excess petrol expense incurred will be paid out of TRF funds? This little known fact may help ease the cost of your trip to Hockley Heath for the next meeting.

Outside, in the 'real' world, trail riding continues to raise its head in the weeklies. TMX, it seems, doesn't quite know where it wants to stand with trail riders. One week Bill Lawless makes the comment that we are no friends of the off-road competition world in that we contribute nothing to the sport and just anger farmers who retaliate by denying land for practice/events and then follows that in the next issue by patting us on the back saying what a good job we do keeping open the rights of way! Either way, the ploy to get folk writing in seems to have failed, so maybe the gauntlet will be thrown in someone else's direction next time.

News for 'special' builders using mono-shock frames and XL185 engines to give the machine that Honda denied us, is that in France you can actually buy an XL200. One of our group members has recently returned from France where dealers are selling off last year's 200s at something equivalent to £900 (including import duties, etc.) These 18 bhp, 195 c.c. machines use the same chassis as the 125 version we see over here — ideal for the shorter ones amongst us.

Maybe instead of bringing back French wine this year off holiday I'll bring a French bike!

LETTERS

As a new member of the TRF I received my first Bulletin (Feb/March 85) and noted a certain dislike or wariness for National Park Rangers. Just to put the record straight, I would like to point out that not all rangers are officious and heavy handed. Up here in the Lakes I have got to know most of my local rangers and, believe it or not, they are very sympathetic to trail riders, and in particular to TRF members. They have recognised that we are a responsible group and will assist with any queries you wish to put to them. Prior to joining the TRF I found many green lanes with their assistance and received useful information as to the condition. I also live close to several members of the horsey fraternity and get on well with them too. Both groups have, however, pointed out that some of our lanes are deteriorating quite rapidly, the worst of all being Gatescarth Pass from Longsleddale to Haweswater.

With a little bit of effort on all sides we could have a good working relationship. This of course means that we have to get out there and talk to them, find out what the problems are, and try to find some means of rectifying the various areas of discontent. To this end I have contacted my area rep. Pete Deeley. We agreed that now is the time to put a little back, and we have agreed that the best way would be to try and repair some of the damage we have done. This means that both Pete and I are quite keen and willing to repair some of the more treacherous parts of the lanes, in order to make them a little more passable. Some may say "the rougher the better" but don't forget we are not the only users.

If anyone else is interested in this venture, please contact either Pete or myself (Newby Bridge 0448 31058). All comments are welcome, volunteers even more so!!

Tony Houlihan, Backbarrow, Near Ulverston, Cumbria

Brian Thompson does it again! (Bulletin 107). In answering his fellow Honorary member and the man whose action was responsible for creating the TRF, he is as subtle as an overloaded 42-ton articulated lorry on a boggy footpath. I consider Brian a friend, but when will he use a degree of tact? The TRF is in need of friends and long standing ones are hard to come by.

For the umpteenth time may I advise Brian to use some common sense. Yes, you do a good (essential) job but that doesn't give you or anyone else the right to be abusive of fellow members for no reason.

Norman Smith's information may be dated; this was virtually the only stuff we had when you took over. Norman was long retired and in ill health at that time, and for some years previously. Since then he has not improved and many are surprised and grateful that he can still put pen to paper.

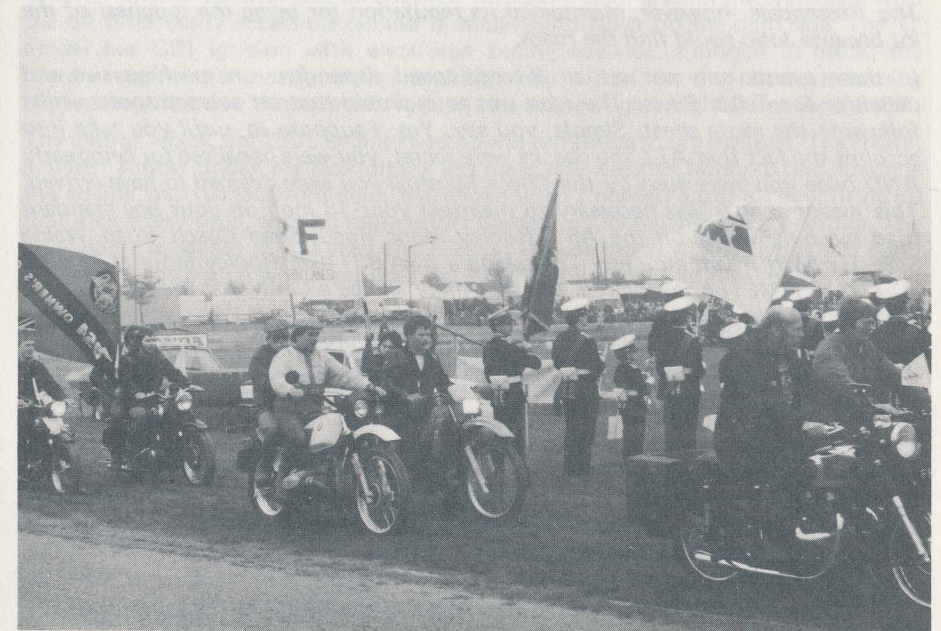
Norman's experience was different; an infant TRF, no BBT, no Spicer Committee, no consultations with the Countryside Commission and other similar bodies, a lone voice at the time. We ought to say thank you.

As Chairman, one major function during that period has been to stop members getting at one another's throats. This results from excessive zeal, ambition, financial advantage and prestige, but the worst is offended dignity. The job is to look after our mutual interests for the benefit of trail riding.

Seymour Moss, TRF Chairman, Chingford, London

OUTSIDE BROADCASTS

At another wet BMF Rally on 19th May the TRF (courtesy) Cambridge Group, was once again represented by stand and in the opening Cavalcade.



Whilst trail riding in Derbyshire I had the misfortune to break the clutch cable on my XL185. Not having a spare clutch cable with me, I limped to the nearest town which was Harpur Hill where I found a garage. The owner was more than willing to help and we repaired the cable with the cable clamp of a 13 amp plug from one of the pins, and ground it to the shape of a nipple.

I would like to thank the owner of the garage for his help, as he refused to take any payment for his help given on a Sunday afternoon.

It just goes to show that not everyone turns a blind eye to a stricken motorcyclist.

N.J. Rogers, Arlesey, Beds.

P.S. *I now carry a spare cable – you learn by your mistakes!*

Whilst reading a copy of Power and Pedal incorporating The Scooter from January 1962, I came across an article on the Rossendale Enduro. What has this to do with trail riders, you ask.

The Rossendale Enduro was John Ebbrell's brainchild. He started it in 1955 and sorted out the route for certainly the first four years. I believe that it was his interest and skill with this event that first fired his interest in 'Byways'. His knowledge of North Lancashire was incredible and he was on first name terms with many landowners. The Rossendale Enduro followed in the footsteps of the Morecambe 400 but the difference that John introduced was the extensive use of what we then called 'rough stuff'. Other similar events followed such as the Darwen 200, the Bolton 150 and many more Rallies, as they were then called, copying John's format. The Rossendale, however, maintained its reputation for being the toughest of the lot because John could find the roads.

In these events one was set an average speed dependent on machine size and penalties for Trials Bikes. The idea was to maintain that set average speed whilst following the route sheet. Simple, you say. Yes, I suppose so, until you take into account the fact that ALL the checks were secret, you were penalised for being early AND once you were seen by the Check Marshall you were deemed to have arrived. This meant that it was necessary to maintain your 18 mph on your bog standard road machine whilst on the A51, Rooley Moor Road, Shap Coach Road, Walna Scar, Garburn Road, etc., etc. Try taking a BSA B31 over Rooley Moor at 18 mph ALL THE TIME!! knowing full well that there will be a Control at the end.

Through the Rossendale I became a personal friend of John and my present partner, Brian Smith (Winner in 59), also knew him well. It would be interesting if through the TRF Magazine we could contact Geoff Langlois and Lou Bellamy who were part of the Puch Team in the latter years.

One last thought ... the Rossendale Enduro was run in 1962 but under completely new rules which now allowed out and out competition machines to have a tremendous advantage. The day of the Puch was over but they couldn't beat us, they had to rule us and other road machines out and the Rossendale began to take on the shape of today's Enduros. Sad ... but then that's called progress. I often wonder if John would have approved?

Rod Butterworth

KAWASAKI KL250C2 TEST – Rosemary Swindells

Although overshadowed by its mono-shock stablemate, the KLR250, the C model 250 is far from being an old hack. Until the spring of this year Kawasaki still offered the twin shock version alongside the mono-shock, for around £400 cheaper. Now discontinued, it is still possible to find a new or nearly new model in the dealers.

Built as a 'Honda XL250 beater', the first 1977 KL250 motor was originally derived from the Z200 single. However, in design only, as there were in fact few similarities and certainly no interchangeable parts. The early KLs though were heavy, over 300 lbs with fuel and oil and the under engine slung exhaust not only gave the machine a rather dated appearance (even in the late '70s) but made the system more vulnerable to trail damage than a higher routed system.

Into the 1980s and the KL250A2 was given a facelift with the 'A4' model. Styled very similarly to the 'D3' model KE175 the 'A4' model 250 now sported a neat high level tucked away exhaust, squarer moto-x shaped tank and box section swinging arm. However, of more importance, the frame, suspension and tyres were changed. Altogether, the KL looked more modern and sleek – as well as having around 20 lbs knocked off the weight.

Updated further to the 'C' model, (3 c.c. more with a slightly larger bore, and a larger jet carburettor) the KL250 now has a counterbalanced engine to cut down any engine vibration. It must work because the lack of any vibration was immediately noticeable with the KL. In this technological day and age the KL250 still manages to retain a simple single cylinder, 4-stroke SOHC 249 c.c. engine, fed by a single Keihin CV 36mm carb. A backward step, I feel, to use this type of carburettor which can be difficult to adjust and very expensive to repair when the rubber diaphragm wears out. The engine is a slightly oversquare unit with a straightforward single overhead cam arrangement. Automatic cam chain tensioning is used – although I'd recommend anyone to double check adjustment of these 'automatic' gadgets. Engine oil level can be checked through a sight glass in the crankcase with the oil filter easily accessible behind a small round cover on the right side. The 'C' model has CDI ignition with electronic timing advance. Finished in black, the narrow engine sits neatly into the frame. By virtue of the counterbalancing eliminating vibration, Kawasaki have been able to use a lightweight frame for the 'C2'.

The ease at which the 250's engine fired up was refreshing to say the least. The choke, situated almost under the tank on the left hand side was a bit fiddly to find but once the engine was started from cold, the choke wasn't needed again all day; firing up first kick every time, with no more effort needed in kicking than for a 2-stroke. The only point to watch if you start the bike on its side stand is, keep your left hand away from the clutch which actuates the 'safety side stand' and flips the stand away.

The 250's engine is a surprising unit. No vibration is one of the real attributes – making for a bike you could comfortably ride all day, the low down power is tremendous, even in top it will pull from below 2000 rpm and in lower gears it feels as though it would climb a house wall. With such a torquey motor I was surprised at its lack of engine braking, similar in fact to a 2-stroke, and on a couple of occasions I found myself heading for bends faster than I'd anticipated. The engine pulls smoothly throughout the rev range, steady pulling power from low revs with quick acceleration gives a good range of useable (and useful) power. What might seem a total contradiction of the above is that the engine felt quite revvy on the road (5000 rpm at 48 mph). It might be worth buying a larger gearbox sprocket for regular road use which would raise the gearing slightly and possibly further improve petrol consumption (which at around 78 mpg is pretty good anyway).

Engine noise is minimal, more so the exhaust which is hardly discernable — an obvious advantage to the trail rider. The only sound really is the whine from the gearbox — nothing to worry about, most Kawasaki trail bikes of my passing acquaintance seem to have whined. My own KE175 made such a row we even took the gearbox out to see what was wrong — precisely nothing!

It must be pointed out that the KL250 tested was still being 'run in' having only covered around 250 miles from new. Thus, with such a new machine, as I've said before with other such new machines, it is not really possible to test them fully, nor be too critical of minor faults which may only be a case of parts bedding in. In fact, there was a noticeable improvement in the machine from start to end of the test period. The only problem encountered was an annoying false neutral between third and fourth gears.

Having jumped virtually straight off the Honda XL250R onto the KL250C I immediately noticed how much smaller the KL felt. Seat height at 855mm is relatively low by today's standards. I was also struck by how similar it felt to the 2-stroke KE175D3 cyclewise. Low and light, coupled with a low centre of gravity, it gave the impression that it was going to be easy to manoeuvre on the trail.

Due to my lack of leg length I had the rear suspension set on the softest setting; however, as I became more familiar with the machine I think I would have liked the rear end stiffening up a bit to help road stability when cornering.

Overall, the KL's suspension is quite soft; just what you need over the rough. The gas/oil damped long travel rear shocks do an excellent job of keeping the rear wheel on the ground and giving you, the rider, a soft ride. Insufficient time meant I was unable to test the machine fully over all types of terrain, but even on pre-load setting No.1 the rear shocks never bottomed out on the rough and kept the rear wheel on line and on the track. The sturdy looking box section swinging arm being silver painted mild steel. Moving to the front, the KL has leading axle coil steel spring air assisted forks giving 8½" of fork travel which is more than adequate. Under braking the front end stayed taut with not too much dive, and on the rough was smooth enough to be able to keep hold of the bars easily. On the whole I thought the suspension system worked well and showed that the twin shock system is still alive and well!

On the road the KL250 handled really well, slightly heavier than the 2-stroke KE, providing better stability on the road. There was no twitchy or light front end feeling at speed. However, in a green laning situation, a lighter front end would make crossing obstacles easier. Along twisty lanes the KL really felt at home. Anyone who knows the road from Pateley Bridge to Lofthouse will know what I mean by twisty! The light steering meant you could just flick the bike into and out of bends with no effort; a real joy to ride. Tapered roller bearings in the steering head should last better than the ball bearing type as well.

Although shod with trail tyres, as the roads were dry, they gripped perfectly well, although I'd always give this sort of tyre a margin for error, after all, they are not racing slicks! For the use I put the machine to — country lanes and easy trails, the bike handled well on the tyres; however, with any 'dual purpose' tyre, put them to any extreme of use be it thick mud, snow or just greasy wet tarmac and you're asking for trouble. Looking at the space around the rear wheel I feel it would be worth spending the £40 odd to have the rear wheel re-spoked to 18" and fitting something like a Michelin T61 or maybe the new Continental Twinduro which would give an ideal road/trail set up.

On the trail, the KL felt equally at home as on the tarmac. The engine would plod along quietly, a quick twist of throttle giving that extra burst of life needed to cope with obstacles, although, as stated earlier, there seems slightly too much weight up front for the front wheel to be lifted easily. The suspension proved that the twin shock set up is not dead and buried, coping easily with the easier type of lane I rode over. The sheer physical smallness makes it a pleasure to ride on the trail as even I found it was easy to dab or execute a quick U-turn with ease.

The brakes — standard SLS drum front and rear were adequate but nothing to shout about, at least they stopped the bike. The rear brake would be good enough to be used on its own in the trail situation where on a steep decline use of the front brake is fatal.

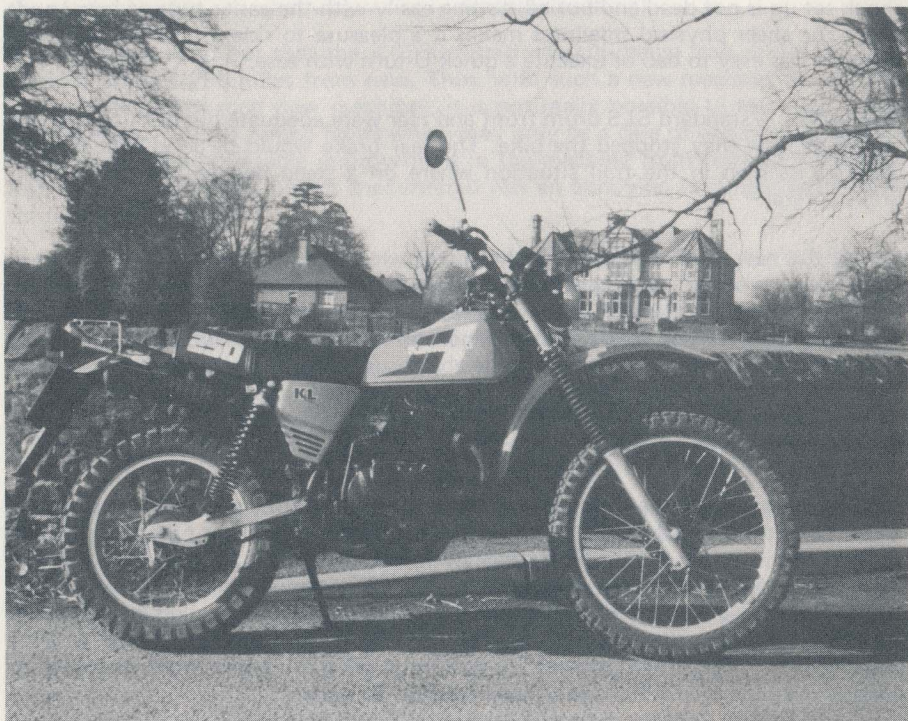
Unlike the new KLR, the KL250C has 6 volt electrics. I never rode the machine at night but I wouldn't expect a 6 volt 35 watt headlight to be very good. As the machine was so new all the lights worked well, but surely its time 6 volt electrical systems were banished to the British Museum? The horn was audible, if not earth shattering. No, I cannot be enthusiastic about such an antiquated electrical system. The instruments, standard separate speedo and tachometer are clear and easy to read, the same as are used on Kawasaki's 2-stroke trail machines. Switchgear and controls are also common to other Kawasaki models and are easy and smooth to operate.

The overall finish of the machine was average — alloy rims, plastic mudguards and sidepanels; there's little to spoil the finish, although the owner had already complained about paint chipping off the tank. The standard matt black exhaust was 'matt rust' at the front, but most trail bikes suffer from the same. One exception being the new Kawasaki KLR250 and 600 models which have stainless steel systems. The front mudguard was totally ineffective and should have protruded forward another 3" to have kept the rider's chest from being mud splattered. A choice of colours is available — either red or bright Kawasaki green.

A hefty bash plate to protect the engine from any trail damage, tucked in, rubber mounted indicators which will stand up to an amazing amount of abuse, and fork gaiters as standard issue show that some degree of thought has gone into this machine from the trail rider's point of view.

A very comfortable wide seat and good riding position all add up to a very likeable machine. If, like me, you expect your trail bike to do everything from trailing to touring, then the KL250 is for you. Easy to ride on the road with plenty of scope for luggage carrying — tank large enough for a tank bag, tucked in exhaust means you could use soft throw over panniers plus a handy rear rack as standard. Then off with the gear and over the trails with ease; now that's what I call a dual purpose machine.

Don't be fooled into thinking that this is still an old thumper from the '70s just because this model has twin rear suspension. Whilst it has none of the street posing value of the new generation trail machines, it is good to see that Kawasaki can still see the true meaning of the term 'trail bike'. The essence of a true trail bike in my opinion is its ability to fill the many and varied roles of street bike, commuter, tourer, plus, of course, be a good green laning machine. At a price of £989 the KL250C2 is a good buy and offers excellent value for money.



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RIGHTS OF WAY NEWS — Brian Thompson

FRIENDS INDEED

Support from a surprising quarter comes from the prestigious Duke of Edinburgh Award Scheme who have sent a letter to the Countryside Commission asking them to do everything possible to keep open green lanes for use by motorcyclists. They warn that if closures come about they will have to amend their programme for those following motorcycling Award schemes which require journeys of not less than 20 miles along green lanes. The Scheme, which is run by local authorities and youth clubs throughout the UK, trains young people to respect the countryside and have regard for other users and Deputy Director David Cobb hopes they will not be denied this outlet.

The Sports Council are soon to examine recommendations to boost off-road facilities generally; stop supporting the RA with financial aid unless they change their ban trail riding campaign; provide grant aid to protect trail riding and give much more backing for trail parks. The Sports Council have already said that they consider it wrong to exclude trail riders from the countryside.

The Buller Report commissioned by the Sports Council to look at the entire off-road motorcycle scene is going to be very favourable for us. We must use every scrap of support we can get. Few are aware that the D of E Scheme features trail riding. More instructors are needed, so contact your local youth service.

I am proud as a former instructor to have steered pupils to a trip to Buckingham Palace and a Gold Medal.

LOST LANES

A major loss of RUPP status green lanes is announced by Nottinghamshire County Council. Some 250 RUPPs will be downgraded to Bridleway soon. This is a blow to plans to encourage riders away from the too popular nearby Peak District. Richard Marshall has done his best to save about 80 of the best ones.

With around 2000 RUPPs lost over the past 18 years since the notorious 1968 Countryside Act, the need for more researchers to save the lanes has never been more important. Too few trail riders get involved in finding lost roads using ancient documents, though the potential is enormous and it is also good fun exploring ancient highways, many unused since the 18th century.

At least half of the 2000 lanes could be reopened thanks to hard won escape clauses in the 1981 Act allowing us a second chance for Byway status.

DERBYSHIRE

The very popular Stanedge 'Roman Road' in South Yorkshire has sprouted a locked gate, but allowing solos to squeeze through. This was erected by the farmer to stop Land Rovers and similar 4WD cars getting stuck on the open moor and begging the farmer to tow them out.

Normally we would not object, but the Sheffield & Hallamshire Club has an active chair contingent who rightly object. The County Council have promised action, but the problem will remain and the Peak Park want a TRO. If necessary we shall go for a TRO excluding bikes as in the Northumberland case.

Still in the Peak, several people have asked if they can use Doctors Gate from Glossop to the Snake Pass. The condition is very unsuitable having had no maintenance since it was abandoned in 1821 and much of the Roman Road has fallen into the river.

I rode it with permission in 1971 on a 170 lb trials Gaunt Suzuki and had to manhandle it for a mile. Vehicular rights are very thin and all our claims dropped. Try a mountain bike or walking!

GATES

A survey of the condition of gates nationwide is needed for the House of Commons Rights of Way Committee. Let me know for your area by 30th September. Photos of the worst kind of neglect will help in my final report. My address is 39 Warren Road, Thorne, Doncaster DN5 8PP. All green lanes to be included, i.e. Byway, RUPP, County Road, etc.

VIDEO HIRE

A reminder that clubs can hire for £5 a VHS or BETA copy of the video *The Ever-Green Trailride* starring Jim Brolin, directed by 'On Any Sunday' Peter Starr, plus the controversial Channel 4 feature showing the TRF in the Dales with RA hot-shot lawyer confirming that they want to ban trail riding.

DARTMOOR NATIONAL PARK

A review of green lanes in the large area of Devon within the National Park is now underway. The Byways and Bridleways Trust are strongest in the south and south west and this is reflected in their influence with the Park who have agreed to BBT's request that all Unclassified County Roads should become Byways.

For the rest of Devon, a 'review' of green lanes will not take place for at least twelve months, but now is the time to get to work researching and gathering user evidence from veteran riders like Albert Lentern (former trials and motocross rider). Remember the Lake District? It was the veterans who saved the lanes of the Lakes for future generations.

NORTH YORKSHIRE

In contrast to the Dartmoor National Park, the North Yorkshire Moors National Park is not friendly. This high and wide open area, not unlike Devon, has lots of green lanes like Rudland Rigg nearly 20 miles long and the Black Hambleton Road 15 miles of good ride. The National Park have decided to "discourage the use of unmetalled moorland tracks by recreational traffic". At the same time they report that erosion by farmers is reducing the size of the Park area by nearly five per cent a year but, like the massive problem of ploughing of public rights of way, the real problems in the countryside are ignored.

MAP MARKING

My son Steven (unofficial map marking officer) is recalling Sheet 119 for remarking due to changes to status. Only the area outside the Peak Park is affected.

As status changes with reviews, closures and diversions, it is not possible to retain 100 per cent accuracy over several years.

Public Inquiry results for Lake District green lanes will be announced within six months say the Government. Lakes maps will alter as a result.

Your maps can be marked up for the ever popular national parks in the Peak, Lakes, Yorkshire and as a guide only for Wales. Fee is still £2 per map. It is not wise to reply on RUPP markings shown on OS maps as the information is often out of date.

SUMMARY OF MINUTES OF EXECUTIVE COMMITTEE MEETING held 19th May 1985

- The Secretary said that he had met Peter Sheen and Charles Smart from the MCA in February but there was very little progress with the Trail Bike Week Promotion.

Lord Strathcarron had agreed to be put forward as Patron and the meeting accepted unanimously.

Due to questions about the viability of certain groups a questionnaire had been sent to all groups listed. Up-to-date information to be incorporated in the *Bulletin*. The Membership Secretary expressed anxiety about the listed group leaders who had not renewed.

The Annual General Meeting had been booked for the National Motorcycle Museum at Bickenhall, near the NEC, on Sunday 20th October 1985.

The Secretary reported that he had guided a reporter along the Ridgeway by bike and hoped for a good report in the *Sunday Times*. The Oxford Polytechnic report was due soon. A letter had been received from the Countryside Commission asking us to have voluntary restraint on the Ridgeway during the summer months until a Traffic Regulation Order could be enacted. This was discussed and it was agreed that we would NOT comply.
- The Membership Secretary reported a current membership of 826 but that many members had not yet renewed, including some Group Reps. If any new groups are to be formed the person forming the group should already be a paid up member.
- The Treasurer asked that any group making donations to the TRF should clearly state whether it is for the TRF central fund or the Fighting Fund.
- The Press Officer had sent out 50 press releases about the Ridgeway with no response. Bristol television were making a programme about the Ridgeway and there had also been some publicity in *Motorcycle News* and *Trials and Moto-cross News*.

Alan reported a successful Lakes and Dales Weekend that had taken 40 man days to organise.

He suggested that some films would be available from Yamaha about the Paris Dakar Rally and could be used for a film evening to possibly raise funds for the Ridgeway. He had investigated the rights of way position in Scotland; a report would appear in the *Bulletin* but Public Highways such as military roads are open to all (trail) riders.
- Rosemary said that the editors' course she attended in January had been enjoyable and useful. In March she tried an advertising campaign for the *Bulletin* which had increased advertising by half a page. She also stated that photographs are urgently needed for the new *Bulletin* cover.
- Brian Thompson said that Mike Rowley had been in touch with Leonard Hoffman QC to take our case in the Ridgeway Public Inquiry. The RAC and BMF/ACU may take their own barrister. It was thought that there would

be a single Public Inquiry covering a partial ban in Wiltshire and Oxfordshire as well as the full ban in Berkshire. Kate Clow proposed the setting up of a sub-committee of local groups in the area – Thames Valley, Loddon Vale and West Wilts. The Secretary is to call a meeting and report back to the Chairman and Brian Thompson. This was agreed. Brian asked that an appeal fund be launched when the date of the Public Inquiry is known.

Review of rights of way to be completed in Cambridge, Cornwall, Cumbria, Dyfed, North Yorkshire, Cleveland, Clywd, Durham, Mid and West Glamorgan, Humberside, Northants, Powys, Staffordshire, Bexley and Richmond. Parliament had been told that they would all be resolved in the next six months, i.e. October 1985. All Unclassified County Roads in Devon were to be made Byways.

7. Ron Carter proposed to organise a two day ride in Wales. Gwyn Thomas had written asking that printed bibs be produced; it was agreed that this was a good idea and referred it back to the local group to finance, stock and sell. The meeting discussed producing an explanatory 'visiting card' type card to give to irate ramblers, landowners, etc.
8. The next meeting was set for 21st September. All items for the agenda of the AGM must be sent to the Secretary by 13th September to give the Committee a chance to discuss them.



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The 'ford' on the Cam Road, Don Burt's Group, Saturday



Alan Kind, Grizedale Forest, above Coniston



*Guess who put a rock through his alternator cover on Garburn?
None other than Ken Canham, notable run organiser of Hexham*



Great Wold, Don Burt's Group, Saturday



Outside the Centre, Tebay



Various riders including Dave Taylor, Centre



Alan Kind almost out of control descending Walna Scar

PRESS OFFICER'S REPORT

Very little one way or another. I gave the Ridgeway business saturation coverage as far as press releases went, but none of the nationals took it up. The only ray of hope is BBC Television Bristol, who are assembling a programme on green roads and are interested in the Ridgeway as well.

Motorcycle News managed to make the TRF look rather silly by their wording of our neutral trail park policy. To their credit they did give my answer star billing in the following week's paper. Their new editor, Jim Lindsay, did express interest in coming on the Lakes Weekend, but it never came to anything. Hope that his obvious interest in off road riding will lead to helpful coverage in the future.

TMXN continue with their coverage of our 'good side' with snippets about the TRF helping walkers, etc. and Bill Lawless gave Brian a 'credit' in his review of the first eight years of TMXN's life.

The Great Outdoors printed a very good piece on green lanes by Dave Minton. Dave did an excellent job of stating our side of the argument and included a nice quote by Trevelyan of the RA that they don't really have any quarrel with the TRF. Must be that nasty Mr Mattingly stirring things up all the time. On the subject of Mr Mattingly, he wrote in reply to an article in the *Sunday Times* blaming walkers for destroying the Peak District, saying that it was all down to acid rain! I've never seen acid rain dropping empty beer cans and old socks along the length of the Pennine Way, have you? The authors of the report shot him down in flames the following week.

Nice to see that the editor of *The Great Outdoors* is having a little whinge about mountain bikes and people who actually dare to run on the moors instead of walking! The more these twits stir up opposition in other quarters the more they will be seen in their true colours.

The John Ebbrell Memorial Run went off (from the organisers' point of view) very well. We were pleased with the Country Venture centre where we stayed and I shall be sending a letter of thanks to the proprietors, Dot and Brian. I hope all the entrants were reasonably satisfied with the weekend. I know that one chap was almost left in Hawes due to a mix-up (sorry Colin) and we should have had a big notice board to mark up all the late alterations. We are still learning. But please remember this: there were over a dozen run leaders for two days. Ken and Angie worked for the equivalent of several man-days to get everything together; the whole thing is like a swan — serene on the top and paddling like hell underneath. We would really welcome intelligent suggestions for format and location for next year. From a practical point of view, Ken, Angie and myself cannot organise anything further south than the Peak District. If you all want something really challenging perhaps we could lay on a long route to the overnight stop that you will navigate yourselves from accurate 'pace notes', returning along a parallel route the next day. People could choose to miss out some lanes if they wished, but we would include two or three safety checks en route. What do you think? The run proved that running several groups in one area at the same time need not cause friction. Ken and I rode round each day trying to intercept groups, yet we only managed to find (or even spot) one each day. I have two contact strips of black and white photos of the run. If you would like to order any copies please send me a large SAE and I shall send you the contact strips to see.

A note to people who went on the Coast to Coast Run last year. We have had some commemorative stickers made just for leaders and participants. Please send a SAE (any size) to Ken Canham, marking it '84 RUN on the outside.

I have made contact with the new mountain bike group NORBA (and I've got a mountain bike — great fun!) More on this later.

Have you noticed the proliferation of new magazines for 4WD motors? One had a good green lane article. Please keep an eye open to see if there is a noticeable upswing in 4WD lane use.

Groups may be interested to know that there are some off-road films available from Mitsui. Could be a good idea for fund raising?

Films are: Paris—Dakar Rally
Trail Bikes on Icelandic Glaciers
Mick Andrews at the Scottish

The three films on 16mm cost £18 for a night. Contact: Random Film Library, 25 The Burroughs, Hendon, NW4 4AT

Alan Kind

BOOK REVIEWS by Rosemary Swindells

QUESTIONS AND ANSWERS ON MOTORCYCLE CARE

Author : John Robinson

Publisher : Newnes Technical Books

ISBN 0408 01517 9

Price : £2.95

This is the latest title in the "Question and Answer" series from Newnes. The basic idea of the books in this series is to offer simple and concise answers to many questions which puzzle the beginner — from first principles to a useful level of knowledge. A small paperback, it will probably be of most use and interest to the newcomer to motorcycle maintenance and tuning.

The author, John Robinson, well known from the motorcycle press, states:

Most bikes can be improved considerably — to suit your own tastes and conditions — simply by making a few changes and adjustments, or by adding some well chosen accessories. This is where this book comes in, taking a close look at the questions which crop up when you get involved in this type of work. I hope that it will give an idea of what is available and what can be done.

Obviously the book cannot give specific information on individual models and the author strongly recommends the purchase of a workshop manual before attempting any work.

The book is split into seven sections, some cover general concepts, i.e. different types of carburetters, suspension systems, etc., whilst others give more practical help, tips and information. A good choice for chapter one concerns tools — what you need for basic maintenance, what to carry with you, the shortcomings of buying cheap tools, etc., together with some line drawings of some of the more uncommon tools.

The other six chapters cover tyres; wheels and brakes; suspension; engine tuning; engine maintenance and finally running gear. Where possible answers are illustrated with line diagrams and sketches.

Some of the questions posed are of a very basic nature, but in the main good practical information is given, covering many of the points that might be seen in the 'Help' columns of the bike press. At £2.95 it offers reasonable value for money, and affords a useful reference book to anyone wanting information about a particular subject before embarking on the actual work.

AA/OS LEISURE GUIDE TO THE YORKSHIRE DALES

AA Ref : 58269

ISBN : 0 86145 233 X

The Leisure Guide to the Dales follows in the footsteps of the highly successful guides to the Lake District and New Forest — now adopted as the area's official guide.

Illustrated in full colour, it explores the history, traditions and geology of the Dales. A comprehensive gazetteer describes facilities in towns, villages and hamlets, each selected to reflect the interest and variety of one of Britain's most beautiful areas.

For the touring rider, and even the trail rider who marks up his copy with the legal trails, the 20 page section of OS 1" to 1 mile maps makes for easy reference and route planning and also saves the expense of buying separate maps. A slim book it will easily slip into a map case, tank bag or pannier.

Suggested scenic routes (on tarmac) are given to help you plan your day and help ensure that you don't miss anything of interest on the way. You may even be able to tie up these road routes with the trails.

A superb publication for driver, rider, trail rider or walker visiting the area, showing him not only how to get from place to place but what to see on the way.

The 120 page book is available in soft and hardback from AA Centres and most bookshops priced £5.95 (soft) £7.95 (hard).

CLOTHING BARGAIN

Following up an advertisement in T&MX, I made contact with a John Porter in Londonderry who, trading under the banner JP-X produces good quality jackets and jeans for trials/enduro/MX at remarkable prices. Not only are they tailor made in your choice of multi-colours or plain, with pockets where you wish, they are fitted out with heavy brass zips and well stitched throughout.

I returned my jacket to Mr Porter and requested an extra pocket on the top for a small camera and an inside pocket for OS maps. The jacket was returned promptly with two outside pockets and two inside map pockets — how's that for service!

The Loddon Vale Group originally ordered ten items which were tailor made to order for the incredible price of £20 each; when others in the group saw the style and quality further orders ensued. The Loddon Vale Group now look very smart, but does anyone know of a special offer anywhere for style, skill and XR200s?!

To take advantage of this bargain contact:

JP-X Ltd., 11 Dunhugh Park, Londonderry BT47 2NL

Colin Patient, Loddon Vale Group

EXPLORING A DEVON LANE by Ian Thompson

I have known for a long while that there are many different types of fellow in the Trail Riders Fellowship. I have met trials riders, scramblers, enduro riders, ISDT veterans, long distance tourers, naturalists (not naturists!), skin divers (!), British bike fans, four strokers, two strokers, big bangers, lightweights, plastic armour men, stormcoat and wellie men, latest gadget men, duct tape and prayer men, bird spotters, trail spotters, pub spotters

I thought I had seen most types of green lane as well, having ridden in Scotland, Wales, Derbyshire, Wiltshire, Surrey, East Anglia, Northamptonshire and, of course, Exmoor, the best place of all for variety. I have come across a wealth of scenery, a whole spectrum of road surfaces, of undergrowth and of overgrowth.

But it is unwise to be unprepared for something new. Each fresh green lane holds its own surprise. We are, after all, exploring the green lanes.

My latest exploration has taken me to the South Hams district of Devon. This stretches inland from the Torbay holiday resorts of Torquay, Paignton and Brixham. My map, marked up at County Hall in Exeter, showed almost no RUPPs or Byways but lots of unclassified county roads. I wondered what they would be like? Other parts of Devon have lots of unclassified county roads, but they are nearly all tarmac. You just cannot tell from the map. You have to go and ride them for yourself.

On Bank Holiday Monday I rode forty unclassified county roads. This is about one quarter of the unclassified roads in the South Hams. Never have I found so many beautiful lanes in such rich countryside: a tangled mass of green hills and valleys; great banks marking field boundaries since the middle ages; and the flowers!

One lane, I will not say which, just could not be rushed. It was a mile or so long, with a smooth, wide surface offering no problems for high speed riding. But the scenery stopped me hurrying. The solid earth banks on each side were a mass of pink and white flowers. As the lane widened under the trees the route was lined with white and the air heavy with the scent of wild garlic. Then the ground was blue for as far as you could see with that strange shade of bluebells under fresh green trees. Beyond the trees a buzzard rose and circled overhead, but no vole scampered from beneath the may blossom to provide the buzzard's lunch. And finally, where the green lane joined the tarmac over an old stone bridge, a large grey heron lazily took flight from the reeds on the stream bank.

There is no way to travel along such a lane except on a gentle motorbike, moving slowly and watching and seeing and smelling the countryside. This was the best of the forty lanes I explored. Others offered different delights. Only a handful of the forty were tarmac. And these forty were only a quarter of the South Hams total.

When I returned from this little jaunt I found a letter had arrived from the Dartington Institute who are sponsoring a Green Lanes Survey of the whole of Devon. They have funding from the Manpower Services Commission to procure a green lanes guide. This is based on a field notebook made by walking every green lane in Devon, measuring and recording the facts about each lane. They promise that a full guide is being prepared for the end of the year.



EXPLORING A DEVON LANE

SUGGESTIONS FOR TRF RUN LEADERS — Dave Giles

The Prelude

It's amazing how a run through snow covered hills in the depths of winter can concentrate one's powers of thinking. All the more if you have spent a total of two hours stamping your feet and swinging your arms for warmth.

The cause? People lost and a bike which won't go.

The aggravation? The run leader who seems surprised and unsure of what to do next and deals with the situation by muttering about how many miles there are still to do. You've heard them, "Me and my mates frequently do 1500 miles on a good day!"

Well, this isn't a 'good day', actually it's a fairly usual one, so why is he so surprised and apparently unprepared?

I recall that some leaders are so concerned to complete their predetermined mileage that they press on regardless on the hardest of days finishing the last lanes in the dark or sometimes miles from the park where the trailers are. I wonder what will be the outcome today?

Four hours later. Common sense has prevailed and I'm now replying to any driver's questions about the day as we head home. "It's daft and it's dangerous" I say with a big yawn snuggling down into the rug of the 'big man's' car swishing through the motorway slush.

"What do you think?" I ask.

"I agree", he said, laying the trap.

"You know how some leaders press onto complete their route" I enlarge ...

"Yea!" he says, to encourage me.

"When somebody breaks a leg and the stretcher party find out that it was already dark when we went into the lane we will look really stupid."

"Absolutely!" came the response, prodding me to further indiscretions.

"What a field day for the Ramblers! Any good leader of a hill-walking party knows the weather forecast, when nightfall is, the route and if conditions or circumstances change, several alternative lines of retreat to a more sensible low level route."

"What are you suggesting?" he asks.

"Well, we ought to be able to do as well as the walkers, didn't we? I mean, any run leader worth his salt knows his route, the time it will take bearing in mind the conditions and the experience and fitness of the party. He should be ready to divert to plan B and the slow schedule."

"You ought to write an article about it for the mag." he says in soothing tones.

"Yea, I suppose I ought" I reply, more asleep than awake.

I awake with a start as the lights of the Severn Bridge flash by. I've been conned!

The Suggestions

Do look at the map(s) and work out variations in routes available to you. Try to link the green lanes together in the most economic manner, i.e. minimum roadwork, maximum green lanes. We usually tackle hills from the bottom. Work out the mileage from the map. Now is the time to be surprised, not on the day. In the short days of mid-winter 60 miles is a sensible figure. Leave longer runs for longer days. If it has been very wet (or it snows) go for plan B.

I believe there should always be some alternative, a lower mileage option in case it's "one of those days."

Whatever, determine the time you intend to stop — while it is still light — and stop! It is a mark of strength, not weakness.

Your route must be over lanes which are Byways or RUPPs. For a club run, relying on the markings on the OS map is not good enough — you should know the lane designation and its status. If in doubt ask your Rights of Way Officer to help. Our Group (Bristol) has begun to use private roads and bridleways by permission and these have added considerable variety to our runs. How does one find out who to ask? I use the telephone and the directories and when I'm stuck I phone the local police station and ask them who they think owns the land. They sometimes get it wrong but the farmer they suggest always knows and can pass me on. Get the landowner's name and the name of the farmer you are speaking to and you can make the next call almost sound as if it came via a personal introduction.

I did the whole of the West Mendip route this way, ten lanes by permission, starting with the police and getting passed from one landowner to the next. No one refused.

Don't forget the pub. It is important that we are welcome and that they have enough grub. Look at your starting time and planned mileage again, now look to see what villages about 5/8th of the way round have to offer. Use the phone again and the police or the local Post Office will give you some names. Yellow Pages does the rest.

Do something similar for petrol stations. Then I reckon you ought to do a recce to check everything out, particularly if anything is new to you. Take a mate for safety and talk him into being your No.2 on the day. This is a good way to bring new people along and there is no reason why you should not let him lead some stages and you go 'tail-end Charlie'. The point is you see that if things go wrong the two of you knowing the route means there is a chance of meeting up again. Both parties must have maps; memories are fallable.

Dawns the day and you have three things left to do before you begin your run.

1. Appoint your 'tail-end Charlie'.
2. Tell everyone they *must* ensure the person behind them sees where they turn off.
3. Ask if everyone has full tanks because the first petrol station is X miles.

To this you can add if you wish reasonable reminders about speed, wheelie-popping and noise through the villages, etc. Oh, and have you paid your run fee?

Everyone is of course responsible for their own preparation and bike maintenance but it is worth having the Finilec or spare tube and pump to ensure the run is also fun for you. After all, you have worked jolly hard to put it all together and you deserve it!







TEESSIDE GROUP LAKES WEEKEND by John Bloomfield

An early morning start on Saturday 9th March saw Nick (DT125LC) Morgan, Martin (XR250) Pearson, Cyril (XL185) Thorpe and myself (DT175) in Windermere for 9.00 a.m. We checked into Brendan Chase where we were made welcome and were ready to ride at 9.30 a.m.

It was a pleasant morning and the road work through Ambleside, Grasmere and alongside Thirlmere very enjoyable. We turned off at Dale Bottom and then, right after the Chapel, along an easy green lane to reach the start of the Coach Road. This is a well defined track about five miles long with good views over Matterdale Common, leading onto some minor roads and tracks to Pooley Bridge and Bampton.

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We were ahead of schedule and had a good lunch at the St Pats Well Inn before weaving along Haweswater (the weaving was caused by the winding road – not the ale) to Gatescarth where we had an uneventful climb into the clouds and a gale force wind. Poor visibility blocked out the views until we dropped into Sadgill for the Stile End crossing to Kentmere and a bumpy ride over Garburn Road led us into Troutbeck.

As we had plenty of time we rode to Elterwater, Little Langdale and Arnside Intake before crossing on the ferry back to the digs. The bikes only needed chain lube and adjustment and tanks topped up ready for action.

That evening we were joined by Mike Cowling (DR400), Leo Crone (XR200) and David Crone (XR250) and had a sociable night out on the town. We had comfortable beds and an excellent breakfast to set us up for another early start.

Sunday saw us heading for Grizedale Forest, deep ruts, dark woods and boggy moor to the beauty of Coniston Water and the lakeside road round to Walna Scar. We all had fun up the big narrow steps, the XL185 and DT175 coping well on trials tyres; Mike had discovered that knobbles really helped with the power and weight of the DR400 (by God it's heavy!) Then it was downhill all the way, twisting and turning to Park Head Road and a chance to get your breath before riding a track on Woodland Fell to Torver for lunch.

Rejuvenated, we backtracked over Grizedale and the picturesque ferry to show Leo, Dave and Mike the wonders of Garburn, Stile End and Gatescarth. Mike did well to make this climb and as he reached the top it was just nice time to go back down again, retracing our wheel tracks to Windermere.

By, it was a grand weekend!! Very few walkers about in March and most of them cheerful. Dave broke his kick start and Nick had carb trouble, but otherwise no mechanical problems and NO PUNCTURES!

HOT TIPS

Push a piece of petrol pipe over the exposed threaded portion of a security bolt. It makes nut removal easier next time around.

An old fan belt attached to the rear frame loop acts as a good grab handle for bog extraction purposes!

Those people wishing to gear down an XL250S can fit a gearbox sprocket off an XR250A. The retaining plate will also be needed.

Drill some holes in the gearbox sprocket cover to avoid the mud packing up between the chain and the casings.

R clips make an effective substitute for split pins in rear (and front) axles. Rear axles benefit especially with constant removal for chain tensioning. They can be wired to the swinging arm to prevent loss, if desired (I have).

A piece of old throttle cable between the gear and brake pedal and the frame stops the vegetation building up. 1/4" copper tube crimped and filled with solder makes an effective join.

Wire up the sump drain plug – so you know it is always there!

D. Southern



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BIGGER BUT NOT BETTER — Brian Thompson

I tell you quite frankly I don't like the trend towards large capacity trail bikes. In Derbyshire the other day on Chapel Gate (a sensitive green lane threatened with closure) I was horrified to see a new Yamaha XT600 fitted with knobbles churning up the hill and moving a lot of earth and grass.

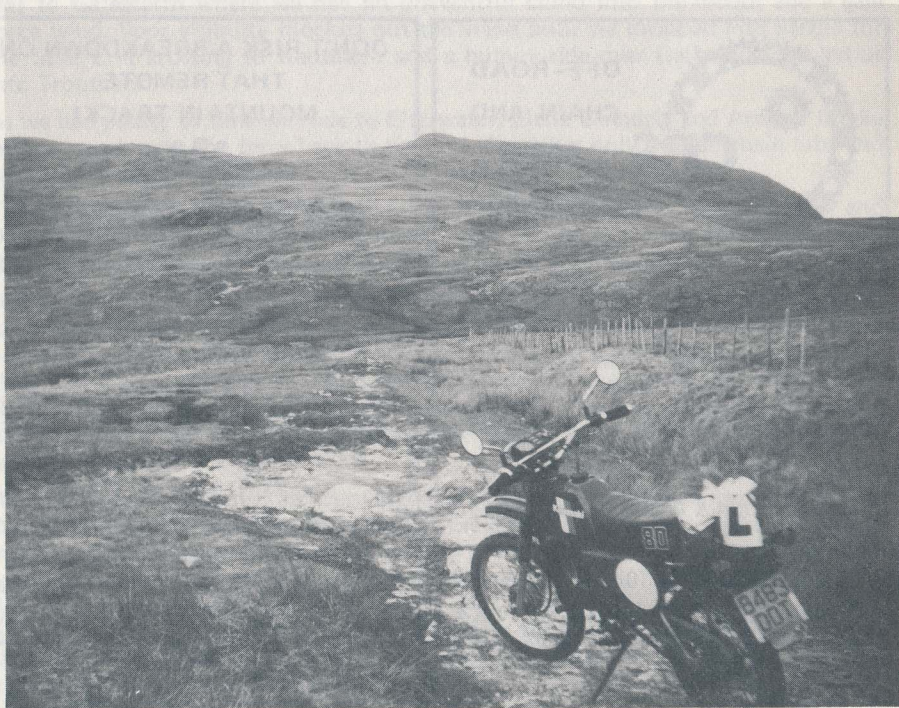
Many at the Bristol and Gloucester TRF video shows expressed concern at the Channel 4 film showing TRF riders spewing large quantities of mud. It might be grand fun for those concerned and there is little we can do to stop ham-fisted throttle use but don't be surprised if the same green lanes are closed by the opposition, always on the lookout for a chance to throw mud at us.

The Peak Park have told me they have evidence that trail bikes fitted with knobby tyres damage lanes. Riders must be extra careful in the national parks with big bikes.

I have just gone to the other extreme and bought a Kawasaki AE80 trail bike which will raise a few sniggers in the clubrooms, but it is very quiet, does 70 mph on the road and climbed Garburn Pass in the Lakes without much help from me. It cost £600, weighs a sensational 170 lbs and does not damage green lanes.

Quite a few active trail riders run AE80s but are too ashamed to admit it in the company of hard riders sporting big thumpers with monster power and hernia assisted weight to match.

Whilst I still think the DT175MX is the best bike, there is nothing wrong with the large crop of learner 125 c.c. trail bikes for serious trail riding.



ADVERTISEMENTS (Members only — £1.00 for four lines)

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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.

CARAVAN. WYE VALLEY. Secluded site. Basic accommodation for trail riders/tourists in Wales and Forest of Dean. Telephone: Tintern 497.

CLOTHING

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COPY DATE FOR BULLETIN 110
24th AUGUST 1985

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Winterbourne Kingston
Blandford, Dorset

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LOCAL GROUP MEETINGS

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, Market Place, Kendal

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

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

2nd & 4th Wednesdays
Kellingley Social Centre
Knottingley

4th Monday of each month
The Stagecoach P.H., Castle Bow
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1st Monday —
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1st Wednesday —
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Toddington, Beds.

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

2nd Thursday — The Lamb
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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

SUNDAY WINTER CLUB - CWMBRAN

Brian Wilde, 58 Ty-Box Road
West Pontnewyd, Cwmbran
Tel: Cwmbran 4742

SUSSEX

John Penfold, 'Mariners'
Nyton Road, Aldingbourne
Chichester. Tel: 024368

TEESIDE

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

THAMES VALLEY

Terry Jolley, 4 Halley's Walk, Addlestone
Surrey. Tel: Weybridge 42935

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: 0484 685492

WEST WILTSHIRE

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

WYVERN

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

YORKSHIRE COAST (SCARBOROUGH)

Simon Alport, Prospect Villa
Castle Lane, E. Ayton, Scarborough
Tel: 0723 864388

3rd Tuesday —
Ryton Rugby Club, Ryton

1st Wednesday — The Fox & Grapes,
Chester Rd. Hawarden, Clywd
(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)

Tuesday — King's Head Hotel
Pontnewyd, Cwmbran, Gwent

Contact John (every other month — 4th
Wednesday — i.e. Feb., 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

1st Wednesday
Wykeham (ring first)