

# TRAIL RIDERS FELLOWSHIP

No. 113

April/May 1986



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



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BULLETIN No. 113

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## FUTURE EVENTS

### APRIL

- 6th East Yorks Group Run. Kettlewell. Contact: Don Burt.  
Sunday 13th West Yorkshire Group Run. Bingley. Start 9.30 am. Contact: Jim Souter. Telephone: Bradford 611789.  
Sunday 13th East Midlands Group Run. Mid-Derbyshire. Contact: Graham Chinnery. Telephone: Derby 810059.  
19th/20th Thames Valley Group Weekend in Wales. Contact: Ron Rickerby. Telephone: 01-998 6691.  
19th/20th Trail Run — Warwickshire and Worcestershire. Maximum number of riders catered for — 16. For details contact Peter Cookson Tel: (021 745) 6129 (after 6.00 pm before 7.30 pm) or Donald Hubble, Tel: (0527) 46308 (after 6.00 pm).  
20th East Yorks Group Run. Chirk. Contact: Don Burt.  
27th Road Bike Run. Start from Baslow Main Car Park (10 miles west of Sheffield, 5 miles east of Bakewell on A619). Start time 11.00 am. Details from Brian Thompson.  
27th Thames Valley Group Run. Lambourne, Wilts. Contact: Ron Rickerby.

### MAY

- 4th East Yorks Group Run. Pateley Bridge. Contact: Don Burt.  
10th/11th John Ebrell Memorial Run. Details from Ken Canham. Tel: Hexham 602553.  
17th TRF Executive Meeting.  
18th BMF Rally, East of England Showground, Peterborough.  
18th E. Midlands Group Run. North Notts. Contact: Graham Chinnery.  
25th West Yorkshire Group Run. Dales. Start Horton-in-Ribblesdale. Contact: Jim Souter.  
25th Thames Valley Group Run. Dover, Kent. Contact: Ron Rickerby.

### JUNE

- 1st East Yorks Group Run. Bowness. Contact: Don Burt. 0977 612258.  
8th West Yorks Group Run. North Yorks Moors. Contact: Jim Souter.  
15th East Yorks Group Run. Horton-in-Ribblesdale. Contact: Don Burt.  
14th/15th Trail Riding Weekend (providing shift work allows the time). Ten riders catered for. Northumberland/Durham area. Contact: Ken Canham, Overdale, Woodside Villas, Hexham. Tel: 0434 602553.  
29th East Yorks Group Run. Mold. Contact: Don Burt.

Cover Photo — Under the mud a Kawasaki KE175B  
Supplied by Alan Kind

## EDITOR'S RAMBLINGS

I'm pleased to say that already this year we have nearly 1000 members, and by the time you read this we may even have topped that figure. It can only be to our benefit to grow in numbers and hopefully educate trail riders into a responsible sense of trail riding and knowledge of rights of way matters.

Thanks are due to Ron Carter who, through a raffle held last year, raised £540 for the TRF Fighting Fund. £500 of this was raised at the ISDE, the rest locally. The prizes of a helmet and bum-bag have still to be claimed, the winning ticket numbers being 328 and 174 respectively. If you have these, contact Ron Carter, Stonehouse 2707.

I also understand Ron is to run another raffle in aid of the TRF this year, the prize, hopefully, an ex-ISDE enduro bike. More news on this later.

I was pleased to see Alan Kind's 'regular' column back in *Motorcycle News* in February. Unfortunately, this column tends to be dropped if anything more exciting can fill the space; like rape and pillage at a recent rally. Alan's main theme was the ACU's Land Use Bureau. Set up to deal with countryside matters it also intends to liaise with such bodies as the National Parks, NFU, RA and the government. It is hoped that by getting both sides together some of the major points of disagreement can be discussed: noisy machines, illegal land use, use of unregistered bikes on public roads, etc. It may not be too effective against such large organisations, but it's better than nothing.

On the subject of illegal riding, councillors from Eastleigh, Hampshire are planning to set up a trail park to combat the problem of unauthorised riding in local woods. Good to see positive action being taken for once instead of the usual "Ban 'em" approach.

PHOTOGRAPHS — Please don't forget I still need your photographs for the front cover. My thanks to those who have already contributed, and to those who have enquired, ideally these should be no smaller than 7" x 5", black and white and preferably a vertical shot. Please send a spare copy if possible as I cannot guarantee return of used photos. Still send in your colour shots, any size, as these reproduce adequately for inside the *Bulletin*.

And so finally to the Members Machine Reports. In the past these have concentrated on older, and in many cases, discontinued models. I intend to redress the balance a little and would ask that anyone who has owned or ridden the new Yamaha XT350 to contact me (with stamped addressed envelope) for a questionnaire NOW so that the report can be compiled.

### JI STAINLESS STEEL & ALLOY EXHAUSTS FOR TRAIL BIKES

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More models soon

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## SNIPPETS

### Publicity

Of the many and varied ways to publicise the TRF, surely the most spontaneous must come from member G.K. Brown of Bristol who, given one day's notice, gave a very informative 'after dinner' speech on the TRF at a Rolls Royce Supervisors' Seminar. An excellent opportunity to tell the man in the street what the TRF is all about.

### TRF Promotion at Shows

Are you a good organiser and, more to the point, delegator of work? We would like the TRF to be represented at most of the major bike shows — Dirt Bike Shows at Bristol and Trentham, BMF Rally, plus the International at Olympia or the NEC, etc. and need someone who could co-ordinate the stand, display material and members to help man each respective show stand. Interested? then please contact Secretary John Higgin for more details.

### New Groups

Interested in forming a new TRF Group? If so, why not get a list of local members from Tony Rose and see about drumming up some support. Once organised, don't forget that you must contact Secretary John Higgin to make the Group official. We have two new groups starting up. One in the Swindon area — contact Ron Carter on Stonehouse 2707. The group meet every second Tuesday at the White Hart, Stratton St Margarets, Swindon at 8.00 pm. The other is the South London Group (see Group News for more details).

### ACU National Rally

Held over the weekend 5th/6th July, this event is open to all types of machines and in addition to competing (i.e. visiting as many of the set controls as possible within a set mileage and time) the ACU need volunteers to man controls. For more details contact Chris Devenish, CSMA, Britannia House, 95 Queens Road, Brighton BN1 3WY before the end of May 1986.

## LETTERS

*Just a note to say that I visited the Yorkshire Dales with a friend at the New Year. We stayed in Swaledale at the farmhouse accommodation advertised in the back of the TRF Bulletin. We were looked after very well by Eddie and Sheila Whittingham for the three days that we stayed at Frith Lodge. The hot showers were very welcome and the food was plentiful. In fact, we are both vegetarian and were impressed by the variety of dishes with which Sheila served us. Eddie is a keen motorcyclist, to which the trophies in his lounge bear testimony.*

*On another note, may we have a profile of our new patron, Lord Strathcarron?*

John Blackburn, Tuebrook, Liverpool

(I'll see what I can do about a profile — Rosie)

*Following on from 'Legal Lines' (Bulletin 110) I have had the opportunity to take a gander at the new Department of Transport Motorcycle Testers Handbook. In*

# Symmy Miller

NEW MILTON, HAMPSHIRE, 0425 616446



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## CHAINS AND SPROCKETS

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<b>HONDA</b>					<b>HONDA</b>				
XR 200 Twin Shock	£3.75	£11.00	£21.00	£27.25	MT 50, MTX 50	£3.00	£7.00	£7.50	£17.50
XR 200 R Pro Link	£3.75	£11.00	£21.00	£27.25	XL100/125, 185S, XL 125 RC	£3.00	£7.00	£7.50	£17.50
XR 250/350 R	£3.75	£11.00	£21.00	£27.25	XL 250S RC	£5.00	£10.00	£11.80	£26.80
<b>KAWASAKI</b>					XL 500S RC	£5.00	£10.00	£12.75	£27.75
KLX 250, KDX 175/250/420	£3.75	£11.00	£22.00	£29.00	<b>KAWASAKI</b>				
<b>SUZUKI</b>					KE 125/175	£3.00	£6.00	£8.50	£17.50
PE 175/250/400 N/T/X/Z	£3.75	£11.00	£21.00	£27.50	KL 250	£3.75	£9.00	£12.75	£25.50
<b>YAMAHA</b>					<b>SUZUKI</b>				
YT 175/250/465	£3.75	£11.00	£21.00	£27.50	TS 50/100 ER all models	£3.00	£6.00	£7.50	£16.50
<b>TRIALS</b>	<b>G/B</b>	<b>R/W</b>	<b>SET</b>		TS 125, all models	£3.00	£6.00	£8.75	£17.75
<b>BULTACO</b>					TS 185/250 all models	£3.75	£9.00	£11.50	£23.00
Sherpa - All Models	£3.00	£7.75	£11.50	£22.00	DR/SP 370, 400	£4.50	£8.25	£11.50	£23.00
ARMSTRONG 310-320	£3.00	£8.25	£11.50	£21.00	<b>YAMAHA</b>				
FANTIC 125/175/200	£3.00	£8.25	£8.75	£19.50	DT 50 M/MX TY 50, DT100	£2.00	£6.00	£7.50	£15.50
240	£5.50	£8.25	£12.75	£25.50	DT 125/175 MX	£3.00	£7.00	£8.90	£18.90
HONDA TL 125	£3.00	£9.00	£8.75	£18.00	DT 250/400 MX	£4.00	£8.50	£11.50	£24.00
<b>MONTESA</b>					XT 250/500	£4.00	£8.50	£11.50	£24.00
123/200, 248/348, 349	£3.75	£7.75	£11.50	£21.00	XT 550	£5.00	£8.50	£11.50	£25.00
SUZUKI RL 250/325	£3.00	£7.75	£11.50	£21.00	<b>OSSA</b>				
<b>OSSA</b>					MAR 250/350 Yellow, Orange	£3.00	£7.75	£14.25	£24.00
MAR 250/350 Yellow, Orange	£3.00	£7.75	£14.25	£24.00	SWM 280/320	£3.00	£8.25	£12.75	£23.00
<b>SWM</b>					YAMAHA TY 80	£2.50	£7.50	£6.00	£15.00
280/320	£3.00	£8.25	£12.75	£23.00	TY 175/250	£3.00	£8.25	£8.50	£19.50
<b>YAMAHA</b>					TY 175/250 Big Chain Conv.	£3.00	£8.25	£11.75	£22.75
TY 80	£2.50	£7.50	£6.00	£15.00					
TY 175/250	£3.00	£8.25	£8.50	£19.50					
TY 175/250 Big Chain Conv.	£3.00	£8.25	£11.75	£22.75					

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relation to tyres it gives the usual directions to issue a fail ticket for baldies, bulges or cuts, but it also says that any tyre marked 'Not for Highway Use' or similar wording should also be given a fail ticket. I expect that this will eliminate the uncertainty over such tyres; after all, if it ain't good enough for the Yanks, it ain't good enough for me!

Another gobbet of legislation which may cause a certain amount of cheeriness in the 'sensible' rider groups, and anger in the 'moto-cross refugees' concerns noise. Again, referring to the Tester Manual, it says, in short, any motorcycle which is (for any reason) noisier than it should normally be, will earn a fail ticket. Further to this, the Motorcycle Vehicle (Construction and Use) (Amendment) (Nov) Regulations 1984 states that any motorcycle first used on or after 1st January 1985 must be fitted with an efficient exhaust system which is either (a) original equipment (b) BSI kite marked or (c) stamped with the make/model of the motorcycle for which it was manufactured. Thus the common multi model tail pipe is now illegal on any new motorcycle!

I hope that the above news gives some of you an insight into the evermore complex issues involved in keeping on the correct side of the law and may help you to stay away from your local magistrates.

A.G. Houlihan, Backbarrow, Nr.Ulverston, Cumbria

(Thanks for the info. I understand a layman's copy of MOT requirements for motor vehicles can be obtained from the Post Office. Might not be a bad purchase considering the many new legislations these days — Rosie)

In recent issues of the Bulletin, members have bemoaned the lack of true trail bikes on the market and, having experienced Oriental pretenders to the title, I am compelled to agree with them. So, seeking a bike that would be suitable for the weekend, but also to double up as daily transport into London, I listed the criteria for such a machine.

Reliability, spares readily available at a reasonable price, easy to work on, soft motor but with sufficient power for the daily rat-race, good roadholding and handling and road legal. I opted for a 250 Bultaco Sherpa T, and it has more than justified the decision.

Reliability comes from a unit that has been in production and refined over many years. It has been used in many guises — trials, moto-cross, enduros and road racing, so should be easily modified to any state of tune.

Spares are readily available at sensible prices and the whole bike is a doddle to work on. The trials motor is superb for commuting or off-road use, and its handling is ideal as one might expect (especially for threading through London traffic jams).

However, bought as a stripped trials bike, it did have some shortcomings, but these were easily overcome and at reasonable cost. A lighting kit from that chap at New Milton does work, and it now includes a brake light, but a speedo kit from the same source is not so good. The cable is too short to fit the head on the bars, it performs erratically, and now the outer cable will have to be shortened even further so that the inner cable reaches the head. A bulb horn has to be fitted, as does a rear reflector. And the seat is NOT meant to be sat upon!

Brakes are adequate for off-road, but not really good enough for commuting, although I suspect that the previous owner had fitted the wrong shoes. Gearing, of course, had to be raised and the standard 11-tooth and 46-tooth final drive sprockets have been changed to 13 and 40 respectively, but I imagine that only the gearbox sprocket change would be needed if trail riders had little road work to do. Fuel tank capacity at exactly one gallon is insufficient, despite 70 mpg when commuting, but larger tanks are available, and I was lucky to find one at £15.

So, for an outlay of just under £400 I have a superb all-rounder that has served me well for nearly 4000 miles in six months. In fact, I am so well pleased with it that it will be handed to my son to replace his Oriental misrepresentation of a trail bike — but not until I've got hold of another, but 350, Bultaco.

Ray Kennard, Coulsdon, Surrey

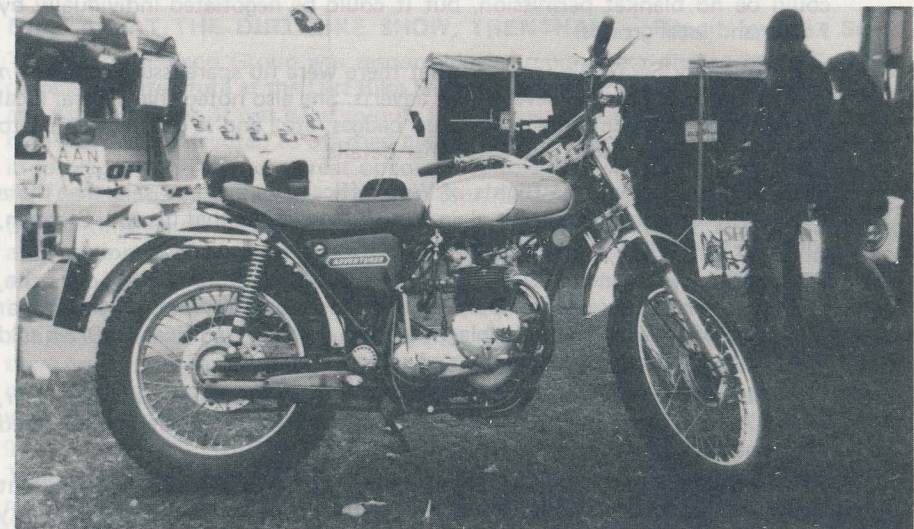
Thoughts from deepest Northampton. Thought the NEC Showstand was excellent. Lots of good quality large photos depicting FUN. Hope the new members stay. I also hope that the forthcoming RoW position with the ACU, etc., will truly cater for us and not just 'motorcycle sports' as quoted in T&MX News.

The editor is quite correct with her comments about the road bike and trail bike runs currently in vogue. There is, by definition, no difference except perhaps injurious excess weight.

I adore Roger Gaggs Triumph. More of the same please, Miss Ed. Perhaps a feature/article. There must be lots of crazies with B40s out there, I bet.

S.R. Harris, Moulton, Northampton

(O.K. Brit bike trail riders — you have been warned. What can you come up with in the way of articles/photos of your bikes? — Rosie)



And to get you started, a Triumph Adventurer at the BMF Rally, Peterborough



## EXECUTIVE COMMITTEE MEETING

Minutes of Meeting held on 18th January 1986

1. The John Higgin reported that we had been involved in three Bike Shows in six weeks and enrolled many new members and had become known to many more. Thanks to Alan Kind for making the excellent displays and the many members who had given their time to help out on these stands.

There were no new developments on The Ridgeway although Remembrance Sunday passed off without incident and the matter is due to be discussed with Berkshire C.C. on 4th February.

There are new groups at Essex and offers to start one at Abingdon for South Oxon and at Oldham for East Manchester.

The Honda membership offer has now closed with a useful but not overwhelming number of new members.

2. The Tony Rose reported 410 renewals to date and 302 new members, with more coming in. Don Lewis noted that the Loddon Vale Group had insisted that all members of the local group be members of the TRF and this had been effective in renewing membership.
3. The Tim Ley reported that matters were satisfactory. He had written to the Charity Commission but had not yet had a reply.
4. The Alan Kind reported that *Trials* and *Moto-Cross News* were expanding their trail riding column to a whole page and we should give it our support. He was advertising membership in *TMX*, *MCN* and *MCW* to see what response we got and whether it was worth the money.

He reported on negotiation with the Forestry Commission and said that there could be no blanket permission, but it could be negotiated individually by Forest and local groups.

5. The Rosemary Swindells reported that there were no spare issues of *Bulletin* 111. She was hopeful of several new adverts. She also noted that several local groups were producing their own club badges, etc., and if groups wanted to sell these nationally could they send her details.
6. Brian Thompson gave the Rights of Way Officer's report and said that there were no volunteers to research claims in Gwynedd but that his son, Stephen, could do some work if his expenses were paid.

Devon County Council have agreed to a Public Inquiry for Wood Lane, Chrystow, where they would apply for Byway status. However, they said that the status of County Maintainable Road had no legal significance. Brian said that they only had the presumption of vehicular status.

The All-Party Committee on Rights of Way — Hazlehurst, formerly Spicer, were to meet bi-monthly. The Seebrook Report on Ploughing was debated there and they decided to issue a leaflet.

The Yorkshire Water Authority are stopping riders on the Nidderdale track but had been persuaded that it is a byway with an outstanding claim with the County Council and was perfectly legal. The Lake District National Parks Authority had proposed Traffic Regulation Orders on Byways where we had won claims.

The Cyclist Touring Club had a policy that all green lanes must be closed to vehicles, but the Rough Stuff Fellowship have said that they disagree with this policy. Brian had also given a talk at Freight Rover to the Land Rover Owners' Club who had promised £1 per member to help finance a full time Rights of Way Officer.

Seymour Moss asked for comments that we should not press new Byway claims in the National Parks but continue to use 'County Road' rights, unless assisting a County Council Byway claim. Richard Marshall said that it must be made clear to County Councils that we would continue to use greater rights even if downgraded to a footpath or bridleway. After discussion it was agreed to follow this policy, but only in the National Parks.

7. Ron Carter is hoping to have an ex-ISDE bike to raffle — more details when these are available.
8. Brian Thompson asked on our views about a full time Rights of Way Officer being responsible to the ACU/BMF Countryside Committee even if this was expanded to include membership from all the sponsoring bodies. It was also possible that the work would be charged out on an agency basis with time being charged pro rata. The Committee decided that the original course was preferable and that it should have a seat on the newly constituted committee.
9. Brian Smith had been asked for help by the Land Rover Club on rights of way and asked for advice. He was advised to offer help if he thought it was to our mutual advantage, and not only to theirs.
10. The next Executive Committee meeting will be held on 17th May 1986 and members were reminded that it was the practice to hold meetings on the third Saturday of January, May and September.

### DISPLAY AT THE DIRT BIKE SHOW, TRENTHAM — Report by Mike Smith

The North Midland Group was responsible for mounting a display of TRF photographs and literature at the Dirt Bike Show at Trentham Gardens on 30th November and 1st December. It was a last minute idea discussed at the November meeting that here was a show devoted to off-road bikers, some of whom must surely be interested in joining the TRF, and a great opportunity to show who we are and what we do. As Trentham is on our 'patch' it was up to us to do something about it.

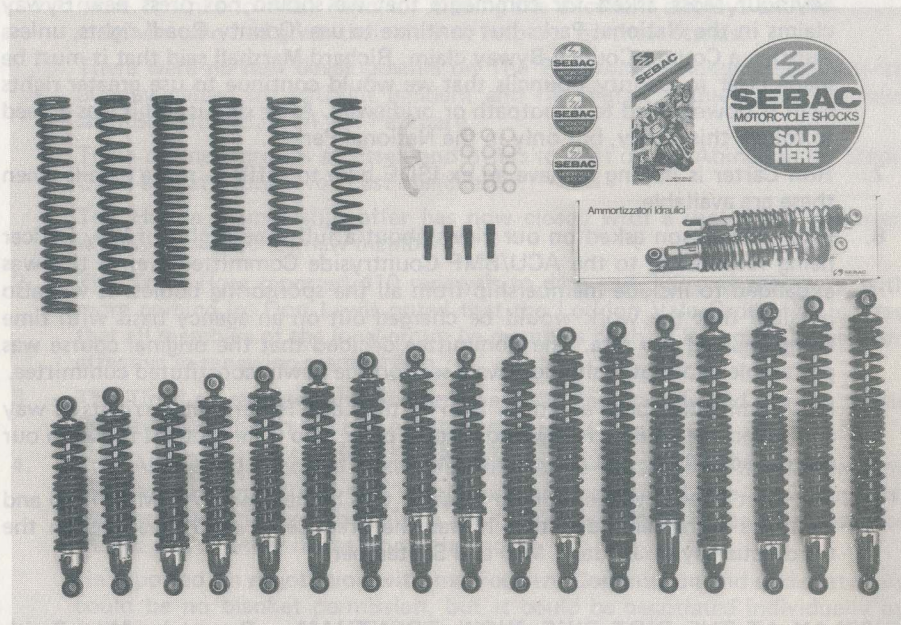
By the time we contacted the show organiser all stand space had been allocated and a suggestion to share with the ACU could not be taken up as they had insufficient area for themselves. However, we were offered two tables in the Autojumble area for the Saturday and Sunday, at no cost, which we gratefully accepted.

John Higgins was contacted for the display cards and photographs and kindly ferried them to Birmingham for John Dunn to collect. John and Pete Dunn and Brian Smith mounted the display on Saturday morning to great advantage on a good length of wall behind the tables and, with the addition of a map of Britain marked with group representatives, we were in business.

Throughout the weekend we had regular interest from visitors and managed to recruit eighteen new members on the spot. Full marks must go to 'super salesman', Paul Hooper who, with assistance from Paul Towers on Sunday morning, signed up no less than eleven of that total. Give that man a Christmas turkey!



Many more took away membership forms with details of group representatives and venues and we hope that this will be reflected in new members shortly. To all those new members we extend our thanks for joining the TRF and making our display a good result.



M.R. Holland (Dists) Ltd announce a further expansion of the well known SEBAC 'Dromo' Off-Road range which they import from the Italian company. Spanning *seventeen* different lengths of shocks — from 280 to 440mm — with springs supplied to customer's choice, it must be the most comprehensive on the market.

A high standard of finish, combined with SEBAC's good reputation for strength and reliability, ensures customers have excellent value for the £57.50 retail price — inclusive of postage, packing and VAT. Each pair is supplied, complete, with adjusting spanner for use with the five position spring pre-load adjuster, steel washers and 'universal' extra bushings to fit varying locating bolt sizes. SEBAC's usual sound 12-month warranty goes along with the shocks and springs.

Adding to their range, Holland's can now also offer springs for most of 'any make' twin shocks in use, any rate can be supplied, the price per pair would be £19.50, again inclusive of P&P and VAT.

'Dromo' shocks found their way onto the majority of twin shocked machines for general off-road, trials and enduro, grass track, and both the Royal Artillery and the RAF Motorcycle Display teams have chosen these shocks for their machines.

## RIGHTS OF WAY NEWS by Brian Thompson

### Review of 1985

Well, why not, it was quite a good year. The RA as enemy no.1 kept up the pressure and reached a new low in insults. We are all bird brains! All of us; you and me, trail and sporting riders alike and must be confined like football hooligans or terrorists inside closed designated sites. Yet 1985 came and went with no sign of any move to enforce the Ridgeway closure decisions. 1986 will, I predict, see a return to common sense and back to the successful voluntary schemes that our friends the Byways and Bridleways Trust fully support. The British Horse Society is also a staunch friend of trail riding and much appreciated ally.

But anyone who thinks the RA are on the run and can be ignored is a fool. They have succeeded over the past ten years in robbing us of many hundreds of Byways. Though not extinguished of vehicular rights if downgraded to footpath or bridleway, it makes life difficult for trail riders to know where to ride, and doubly difficult for riders without access to expert help and advice.

Sports Council support for the RA came under fire. In return, the Sports Council held a survey into off road needs and told us some home truths about our PR and image problems. They told me in private they should not have kicked out my grant aid application and asked the ACU to have another go. Both the AMCA and TRF had a public squabble with the ACU over the no.1 position of the ACU in government circles. It is my unenviable job to prevent duplication of effort and co-ordinate activity of ACU, BMF, TRF, BBT, RAC, WTRA, LRC and a dozen more clubs. I sympathise with the government who prefer to talk to one body, not a dozen.

The new full-time Rights of Way Officer to be set up is the best news of 1985. Other good news in 1985 was the confirmation of our Lakeland Byway success despite threats by the National Park of traffic bans.

The TRF has three court cases on its books — a record. In South Yorkshire I got a record 51 new Byways.

So finally to the bikes which continue to reflect moto-cross design at the expense of the much loved DT175, XL185, KE175 and TS185, which all bit the dust.

I wish you all an enjoyable 1986 out on the trail!

### Recreation Survey

The Countryside Commission is taking a new look at its own policy and invites comments. We have sent our official views but it will help if all clubs and groups do the same. Remind them to look at their own Green Lanes Study (1979), their own survey into motorcycle conflict which reported that it hardly exists. Send your views to Recreation Policy Review, Recreation and Access Branch, Countryside Commission, Cheltenham, Glos. GL50 3RA. We are a legitimate recreation user and have been for about 85 years!

### Injured Rider

A West Yorkshire trail rider suffered a broken leg and damaged XL125R when he crashed into a six foot deep hole on a Huddersfield green lane. The hole caused by mining subsidence is the responsibility of the Highway Authority who have a duty in law to carry out reasonable maintenance, or at least post warning signs, even though the subsidence is the NCB's fault. I advised the rider to see a solicitor and



seek compensation from the County Council. He is not a TRF member so I can't help further but it is not reasonable to expect a six foot deep hole on a public highway. The case law on this matter is "Jacobs v Hampshire County Council" 1984 and "Bright v MoT" 1971. I have asked to be kept informed of the claim.

#### South Downs Way

The Countryside Commission want to turn this into a Long Distance Bridleway which runs from Eastbourne to Petersfield. The entire way is not open to vehicles though several long stretches are RUPPs. Sections to avoid are from the B2146 to the Devil's Jump at Hooksway and the part from Wollavington Down east over Bignor Hill to Rackham Hill. The TRF and ACU Southern Centre have been alerted. Contact Project Officer Nick Bagnall at Hampshire County Council, North Hill Close, Winchester. The South Downs Way is not, we hope, going to be another Ridgeway saga.

#### Devon

The Wood Lane, Christow, near Exeter, obstruction case started on 14th January at a public inquiry, but only for Byway status. The TRF have employed a solicitor to get Devon County Council to re-open on the present County Road status, but without success. Devon insist on a full hearing and Byway status first which they now support. We did change their mind from wanting footpath status! Local veteran trials rider Albert Lentern for the West of England Club gave evidence of use going back more than fifty years. Gwyn Thomas of the TRF Bristol Group also attended. This is proving a very expensive battle for the TRF.

#### South Yorkshire

Good news after six years of struggle with the re-opening of Brown Syke Lane, near Doncaster, stolen and blocked since 1979. I took this to the Ombudsman but it was the County Council who eventually came through after I got Parish Council support. All legal expenses paid out of the TRF Fighting Fund. Another success due to persistence when I had almost given up. In 1979 I took direct action and tried removing the barbed wire myself, when I was set upon by three burly farmhands. The police refused to prosecute for assault. This case underlines the difficulties of non definitive green lane status.

#### Weekend Course

All places for the April Green Lane Law Seminar in Derbyshire have now been taken up and I am turning away much needed potential green lane fighters. All twenty subsidised TRF places were soon snapped up which provoked a few grumbles from TRF members forced to pay the full £38. For the Sunday morning, 6th April, Mike Gibson, South Yorkshire's access chief and Mike Rowley, our long serving invaluable solicitor, will give a talk.

#### Green Lane Study

I am going to quote every month useful items from the disregarded and not implemented government investigation into green lanes and trail riding in 1979 when trail bike sales were twice as high. Page 38 para 3.32. "The evidence points to an extensive use of green lanes by many types of traffic. Walkers were the most frequent and farm traffic. Horse and cycle riders found them important. Although motor cyclists made good use of green lanes for recreation, when compared with the use by farm traffic, walkers and horse riders, their activities were INSIGNIFICANT." RA kindly note!

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## OWNERS' MACHINE REPORT — KAWASAKI KE175

The Kawasaki KE175 is, surprisingly, a little seen trail bike — both on road and on trail. For some reason, this little beauty (sorry, owner's bias) failed to capture the imagination of trail riders and never achieved the same kind of acclaim or popularity as such machines as the Yamaha DT175 or the 4-stroke Honda XL185, despite test reports claiming the KE175 as "the best of the bunch" in a seven trail bike test (*Motorcycle Mechanics* June '76) and "one of the best trail bikes around" (*Motorcycle Mechanics* January '78).

This was echoed by the small response from members to help with this report and was, therefore, not unexpected. That's not to say that the KE175 is unpopular for any specific reason; on the contrary, owners have nothing but praise for this model. And, let's face it, if there had been anything fundamentally wrong, the machine would have been dragged shamefaced through the press (try selling a second-hand VF750 Honda, for example!)

I can only assume that during its lifetime there was, indeed, too much competition from its nearest rivals: the XL185 and DT175 — which during the late 70s/early '80s were THE trail bikes.

The KE175 was launched in 1976 as the KE175-B1, the successor to the 'F7' series — with which it bore great similarity, except that the exhaust exited on the opposite side. The F7 series having begun in 1972. The engine in the B models was of the rotary disc valve type (Yamaha and Suzuki 2-stroke trail bikes having already gone over to reed valves). However, the KE's motor still pushed out 16bhp at 7000rpm; gave a top speed of around 75mph whilst still retaining that slogging ability at the bottom end of the rev range, so important for green laning. Fuel consumption at 65mpg was none too startling, and combined with a 1.3 gallon fuel tank gave a very low mileage range.

The biggest problem encountered with the B model KEs was the lack of ground clearance and rigid mounted indicators which were just asking to be broken off. However, most trail bikes of that era suffered from the same.

The 1978 B2 model varied very little from the B1, but had a bleed valve added to the oil pump. The later B3 model had only colour and graphic changes.

The KE175-D1 of 1979 was all new. The styling was completely updated giving a more 'moto-cross'/Lightweight look to the machine (albeit only around 31lbs lighter) with ground clearance much improved to 9.6. The engine, too, underwent a complete design change, seeing Kawasaki use a reed valve engine and using CDI electronic ignition. Output was raised slightly to 17bhp at 7500rpm. Thankfully, bearing the trail market in mind, the KE's engine was tuned to give a broad power band; so whilst top speed was increased, the D model lost none of its low down slogging power. In fact, I still think of the KE as having more 4-stroke engine characteristics than 2-stroke where power characteristics are concerned.

Lighting was improved and for once was not run 'direct' giving a brighter and more consistent headlight beam. And, although appearing quite small, the fuel tank held a useful 2.2 gallons; fuel consumption improved to 80mpg gave a much improved range. All in all, the D model bore little resemblance, except in name, to the earlier B models.

1980 saw the D2 model which, although retaining the same basic styling, had many differences such as a new cylinder head with double stacked vertical fins. This type of finning giving a very stable expansion rate even under extreme conditions, minimising localised hot spots or distortion. The cylinder itself gaining an important improvement — the Electro Fusion bore — as used on KX competition units and being exceedingly resistant to seizure. Rear suspension was changed with new 'lay down' dampers and a box section swinging arm.

Subsequent 1981–1983, D3 to D5 models changed mainly only in colour and graphics. However, the D5 did have the pillion footpegs frame mounted as opposed to swinging arm mounted.

Now discontinued, there were until recently a few new D5 models still in dealer showrooms, but most KEs will now be secondhand purchases. Yet another loss to the mid-range trail bike market.

Five members responded to my plea for KE owners to help with this report; of these, three covered the D model and two the earlier B model.

Ownership ranged from three to eight years; one exception being a D model which had been borrowed only for a weekend's trail riding. Only Richard Saville bought his KE175-B brand new, all the others were reasonably new secondhand. Mileages on these relatively small capacity machines was quite high, ranging from 9,200 to 22,000 with the average mileage to date running at 14,000.

In tune with the dual purpose role of the trail bike, all members used their bikes for more than just trail riding, quoting other uses as commuting, touring and, in one case, moto-cross trail bike riding (Richard Saville's B model).

Reasons for buying the KE were quite enthusiastic and stated as:

*"Was the best of group test in 1976 Motorcycle Mechanics and going cheap at £250 because it was continually oiling up its plug"* — Alan Jones

*"It was the best machine in its class in my opinion in 1978 at the right price of £576 on the road (new)"* — Richard Saville

*"It was available at the time at the right price"* — Ann Stevenson

*"I wanted a machine of similar power to the XL185 but with less weight; I also liked Ann's KE"* — Rosie

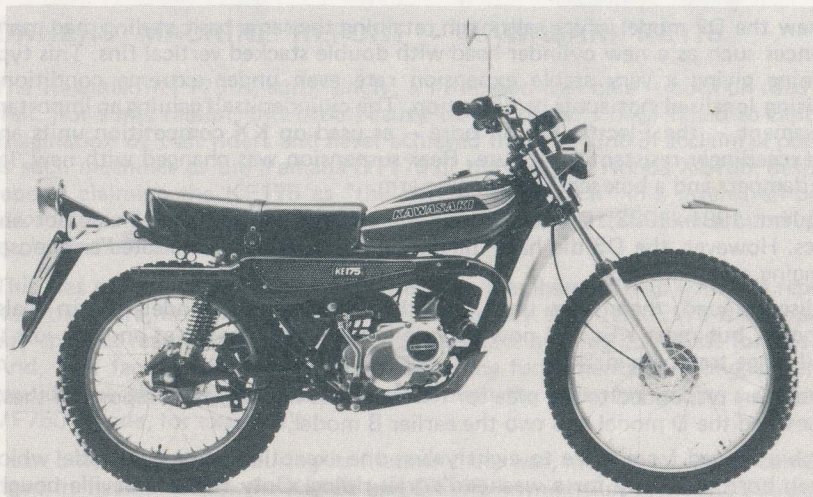
When it comes to modifications and/or accessories to the KE, popular changes were:

- (a) Removal of seat strap
- (b) Remount rear light, or change for small rubber mounted rear light/numberplate unit. (The original being large and very vulnerable to damage.)
- (c) Changing the tyres from standard to either Avon Mudpluggers or Michelin T61.
- (d) Fitting fork gaiters — which never seem to be fitted as standard.

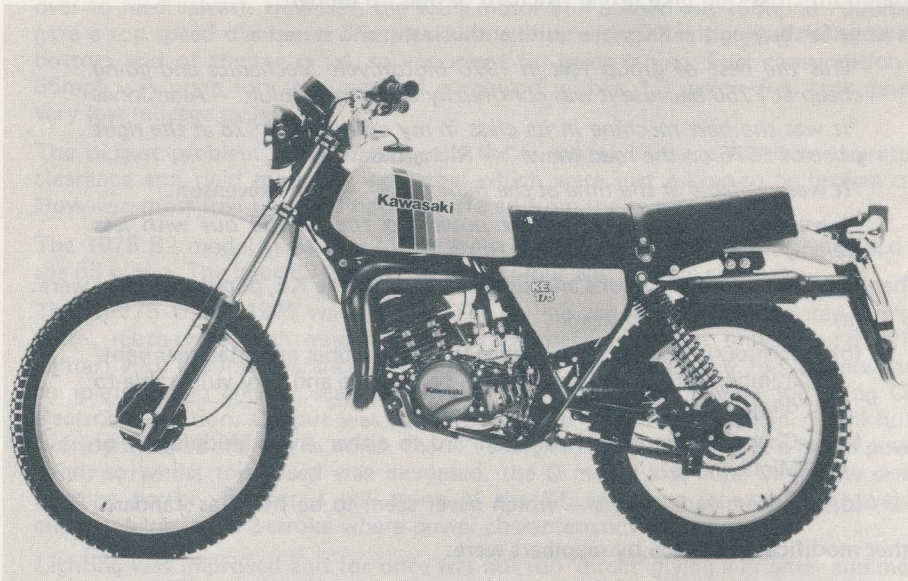
Other modifications made by members were:

Use only one layer of foam on the air filter — Alan Jones. (This was done because the dark grey foam air filter on his bike was blocked solid with coal dust and so oiling up to spark plug. He has eliminated this problem by using a thinner filter, washing it regularly, but not oiling it.)





KE175-B3 1978



KE175-D1 1979

*Rear carrier fitted, not only good when using as commuter bike, but gives good holding point when pulling her out of mud; plastic levers and hand protectors – Rosie*

*Gearred down one tooth on front sprocket and fitted metal footpegs instead of standard B model rubber ones – Richard Saville*

*Replaced rear mudguard with a lightweight plastic one – Ann Stevenson*

Following on from owners' modifications, what would members like to have seen Kawasaki themselves do to improve the KE175?

Those with the B model wanted better rear suspension – which they saw on the D model, and possibly a wider swinging arm to enable larger tyres to be fitted. 12 volt electrics were also high on the list of priorities; something which many manufacturers are beginning to use on smaller c.c. machines. A stronger clutch from those with the D3 model, most having had to replace clutch plates at least once. Again with the D3 model, better seat fastening; it being a loose fit at the best of times. With, finally, only me complaining about having the fuel tap on the right hand side of the bike, instead of on the left.

Apart from the usual consumables, the main weak points on the KE175 would seem to be the kill switch failing (usually due to wet getting into the switch, and 'repaired' by disconnecting it!), the ignition switch packing up, with finally, as previously mentioned, the clutch, suffering from excessive drag when cold, and also wearing out quickly. These were the main 'common' faults, given that we are working within the confines of a small sample of the model.

Other failures have been:

*Ignition coils and broken wires inside the wiring harness at the steering head – Alan Jones*

*Two rectifiers – Richard Saville*

*Voltage regulator, plus lighting problems due to a broken pilot light switch causing loss of dip and instrument lights. The gear lever had to be replaced after the splines wore out on the original lever and the kickstart sheered off – Rosie*

A gearbox whine, noticed on a few machines, is annoying admittedly, but has not caused any problem and would appear to be due to the gear cogs not engaging fully.

Following on from moans and failures, the main complaints were stated as:

*"Poor lights on the B model and problems with the ignition system caused by a dead battery" – Alan Jones*

*"Clutch drag from a cold start on the D model, especially if the bike is left for a few days" – Ann Stevenson and Rosie*

*"Rectifier problems, but this has now been sorted out. It is just a small plastic box with two wears from it, encased in a brittle sealant. I have covered the brittle section with rubber which keeps out any water" – Richard Saville*



Moving on to better things, what are the KE's best features?

Undoubtedly the engine, which pulls well down low, feels unburstable, with a good spread of power; the way it will always start easily; its light weight; fuel consumption and its ability to be a good dual purpose machine.

Without exception, the bikes are home maintained and stated as being easy to work on. Unfortunately, Haynes do not do a manual for this model so you'll have to buy the genuine Kawasaki manual at around twice the cost.

No one has experienced trouble obtaining spares; generally the machines haven't needed anything major. I have *a/ways* been able to obtain spares from Clay Cross Kawasaki, main spares distributors near Chesterfield. Those who expressed an opinion stated spares prices to be "reasonable to expensive" depending on the part purchased, some prices quoted being:

B Model		D Model	
Ignition coil	£15.00	Exhaust pipe	£70.00
Ignition switch	£15.00	Silencer (standard)	£65.00
Gearbox sprocket	£2.50/£5.00	Ignition switch	£10.00
Battery	£8.00	Regulator	£25.00
Rear sprocket	£7.00	Kick start swivel	£9.00
Regulator	£27.00	Speedo cable	£4.60

I also seem to remember the clutch plates being very expensive but can't remember the price now. I thought the exhaust system to be very expensive and in fact only had the front pipe replaced after the entire metal content of an old cooker had been welded to the old pipe, and which was eventually deemed beyond repair. The aluminium tail pipe used is slightly louder than standard, but not excessively so, and I think these retail at around £20.00.

Fuel consumption for the B model varied between 50 to 80mpg and depended on the use of the machine. The D model came out at between 80 and 100mpg, again depending on use; trail riding obviously reducing mpg. Only Alan Jones quoted an actual oil consumption figure of 500ml per 300 miles. A separate oil tank and pump negating the pre-mix messing of older 2-strokes.

Quoted top speeds were consistent with road test reports, averaging out at 75mph for the B model, 80mph for the D model on standard gearing. Acceleration was unanimously acclaimed as being "nippy", "better than a DT175" came one quote and everyone generally praised the KE for its speed/power/acceleration/throttle response, considering the size of the engine.

Brakes varied from good to poor, so no generalisations can be made here. Personally I find them adequate given the 'state of the art' brakes fitted to a machine of late '70s/early '80s machines.

Handling was said to be good, although Alan Jones says "a bump in a bend will shake the bars at 60mph". (What more can you ask for from a trail bike, I ask!!) The steering is quoted as being light, as is the front end generally, which is easy to lift. A good point in a trail bike if you have to negotiate large rocks or obstacles.

No one had any serious complaints about the riding position or comfort of the bike in general, although some said the seat was numbing after a while and was a little narrow at the front. Although small in relation to today's trail bikes, it is still a

touch tall for shorter riders. However, given the thickness of the seat it may be possible to remove some padding, or even fit a trials bike seat maybe.

Regarding detail design, controls and starting, the KE again was generally praised, bringing forth comments such as:

*"It is an easy bike to pull apart, very solid and strong and looks better than the reed valve job"* – Alan Jones (KE175-B)

*"The styling is attractive, controls well placed and the bike starts easily"* – Ann Stevenson (KE175-D)

*"Light controls, starts reliably (usually second kick) and still looks modern"* – Rosie (D model)

*"Durable finish and a good starter"* – I.R. Godden (D model).

Regarding lighting, this was quoted as being either good or bad. Generally the D models had better lights, although mine was not as good as Ann's. I had a Halogen 6V conversion fitted which gives an excellent beam.

So, to sum up, all owners liked their KE175s – both B and D models. Comments such as "strong", "reliable", "it surprises others on larger machines" and "I'm surprised there aren't more on the road", speak for themselves. Without exception everyone would buy this model again and would recommend one to a friend (as Ann did to me).



KE175-D2 1980

Harold Walton and Alan McLaughlin



## GROUP ROUND UP

### RUPP ON THE ROCKS – News from the Norfolk and Suffolk Group

All was quiet on New Year's Day; whilst others wrestled with their hangovers, myself and Dave Rose (Group Rep.) decided that on New Year's Day we would wrestle our bikes through the frozen countryside of North West Norfolk.

Through sleepy villages passing frozen ponds with the thoughts of "If only it was thick enough". Note: suggest an Icelandic run at next meeting ....

That day I will long remember – a wider array of riding conditions as I've ever come across – wet ooze mud, frozen mud and lots of lovely deep icy muddy puddles. My New Year's resolution was to make sure I followed Dave when we were finding new green lanes as I am sure he was hell bent on testing his BSA B40's waterproofness through the biggest and deepest puddles, thus showing me the dry route (Father Christmas forgot my new Belstaffs) as I detest getting my new IT125 wet.

After 35 miles (8 miles virgin green lanes) we tried a bit of Peddars Way, our local rambler flashpoint, as soon it is to be opened as a Long Distance Footpath. Apart from not telling walkers that they are likely to encounter motorcycles and horses, their next probable step will be to try and downgrade the UCR to a footpath. Anyway, we are closely watching the situation.

This hopefully marks the beginning of another trail riding year and the first anniversary of the Norfolk and Suffolk Group.

*Jim Yaxley, Norfolk & Suffolk Group*

### CHESHIRE GROUP

I have rallied round on a membership campaign and have been successful in recruiting several new members.

The Cheshire Group meets at the Robin Hood and the new Group Rep. is Mr P.J. Smith of 15 Crescent Road, Lower Brinnington, Stockport. We meet every 1st and 3rd Thursday of the month.

*P.J. Smith, Group Rep*

### SOUTH LONDON GROUP

We are a new group, our Group Rep. is Clive Morris, 114 Spa Hill, Upper Norwood, London SW19. Telephone : 01-771 0689.

Do I hear a cheer from Terry Jolley in Thames Valley? Don't worry, Terry, Clive will still visit you.

We hope to poach a few members as well as attract new ones. Like the Southern Group, we generally intend to ride on Saturdays. We plan to organise at least two weekend runs, probably to Wales and Derbyshire. At present we have only six members; however, we are all regular riding members (except Clive). Unfortunately, Clive damaged the gearbox on his much modified DT175 three months ago. So far there is not much progress with the rebuild. I think this would make a good subject for an article in another *Bulletin*.

*Brian Wright, South London Group*



*Alan McLaughlin, Scotland*

### SCOTTISH GROUP

The Scottish Group's social calendar for 1986 got off the ground at Easter with a camping/trail riding weekend at Harold Walton's Farm. (Sorry, but details were sent too late to get in the last *Bulletin* – Rosie)

19th/20th April – Exploring the Mennock Hills; a wonderful trial riding area. Camping in the hills, Youth Hostels locally, Bed and Breakfast reasonable. Sunday – Pub Lunch will be arranged followed by visit to leadmines.

Don't forget the Scottish Six Day Trials commence on 5th May to 11th May – camping arrangements in Glencoe have already been organised for our own TRF event. Remember that there are many miles of off-road riding in this area and four experienced riders will be escorting anyone who can take the strain over the hills.

The main event will commence on Saturday morning from the campsite at 9 a.m. until dark, Saturday and Sunday; it will be very tough going.

Anyone interested should contact Harold or Alan on telephone numbers: (0292) 70080 or (02367) 33119.

There will be two more weekends organised later in the year; a bulletin will be published with more details in the TRF Magazine.

*Harold Walton and Alan McLaughlin*



## WEST YORKSHIRE GROUP

We will be putting on a trail riding weekend for riders from outside this area on 11th/12th October. The maximum number of riders we can cater for is 24. The area of riding will be the Yorkshire Dales. B&B can be arranged.

Contact Jim Souter on Bradford 611789 (home) or 42361 (work).

*Charles King, Holmfirth, W. Yorks*



"I ride a DR400. It's quiet and I ride it with respect for the countryside.  
After all, it's not the bike chewing up the lane"

*... in this case quite the reverse appears to be happening!!*

*Mike Cowling's a good bloke who can take a bit of skit.*

*(Spike) Nigel Douglass, Gateshead*

## DERBYSHIRE AND SOUTH YORKSHIRE GROUP

### Competitive Trail Ride at Hayfield

For the third year, members of the Derbyshire and South Yorks Group spent a pleasant day in the Hayfield area of Derbyshire marshalling for the West Yorks Endurance Horse and Pony Society.

There were three of us on this occasion: Dave Bonsall (our Group Rep.), Phil Hudson (our new Derbyshire RoW Officer) and John Blackburn who made the trip across from Liverpool where he has recently moved to take up a new job. Jan, who was organising for the EHPS, made us very welcome then in due course gave us our list of riders (55 in all) and packed us off to our respective checkpoints to make a note of horses, riders and times as they came through. Dave and Phil went off together to man one of the early checkpoints then, when all the riders had gone through, leapfrogged across the countryside to man the last one also, where they stayed until about 4.00 pm and followed up the last horse and rider, picking up the markers on their way back. Jan said that she would pick up the rest of the markers the next day, though we offered to do this, since it would give her the chance to ride the course herself.

As usual, there were some tired horses to be seen at the end of the day, this being the hardest ride of the year organised by the West Yorks EHPS, though not the longest. Mileage for the CTR entrants was 27, who made up two-thirds of the entry, and 20 for the pleasure riders. A few of the riders called it a day before completing their due mileage, with very tired mounts, and there were two pleasure riders who insisted on walking their horses round the whole course, so we had to wait a little longer for them. As a rule you had to ride hard to keep up with them, such is the pace!

It was a glorious day and really warm to sit in the sunshine and check the riders through (and encourage the flagging ones), and there was hot or cold food and drink available free to us from the refreshments caravan. Last but not least, we received a cheque for our efforts to boost our funds.

*John Blackburn, Liverpool*

## WEST SUSSEX GROUP'S WALES WEEKEND by Robin Carter

### A Tale of a November Weekend in August

Wales fever had struck. On the previous month's run there were murmurings about perilous river crossings and bike devouring bogs. We were soon to learn that this was not far from the truth.

Our group totalled eight, all 4-strokes: Bevis Billingham (XR200), Alan Hards (XL185) run leader, Simon Seagram (XL185), Martin (XL185), Chris Morgan (XL185R – an XL125R hybrid, Honda please note), John Buckingham (on a very special ex-works trials Honda reputed to be an XL310 longstroke), Allan Rush (XT250) and finally myself on a hastily rebuilt Gheney XT500.

We camped at Llanddewi-Brefi on Saturday night, visiting the local pub for an excellent supper. We awoke on Sunday morning to grey skies and pouring rain. Over breakfast we watched the weather moving up the valley towards us. The



atrocious weather was to feature predominantly throughout the weekend, testing both man and machine. From Llanddewi-Brefi we rode to Esgrair-Maen and turned left by the Youth Hostel and made our first stream crossing of the weekend, and believe me, there were to be many. We continued uphill over Carnsaith-Wraig, this was mainly open moorland, to Soarmynnd Chapel where Alan discovered a bolt missing from his handlebars. Considering we had five XL type machines between us, finding a spare bolt was not too difficult. Problem solved, we then turned north to Bryn-glas, Tregaron/Abergwesyn road and Nant-y-stalwyn which led us to the famed Strata Florida. The rain was persisting down, ahead lay stream after stream crossing with water frequently covering the front mudguard. (Don't forget your DW40 when contemplating the Strata). At Pontrhydfendigaid we turned right onto the B4343 to Flair Rhos, right at the pub and onto the road that leads to Monk's Trod.

Bevis, our Rights of Way Officer, suggested that we should take the official route across Esgair Henge and Afon (river) Claerwen, disregarding rumours of bottomless bogs. Two hours and two miles later we were still wallowing in the mire, bikes scattered around in various states of submersion. The struggle resulted in Alan's XT's quick action throttle breaking. Chris's prolink XL185R with 350 trail tyres showed us all up by floating over the top. Heaven knows how the Welsh Two Day boys manage this section, unless your name is Gairant Jones. Eventually we extracted all the bikes and continued up to the top of Bryn Eithmog, deep peaty patches caught out the unwary, including myself. The weather was closing in and we took compass bearings to steer us down towards Craig Goch reservoir where we crossed the Afon Elan and onto the road. Here we met the Water Board's head ranger who greeted us very warmly and gave us an up to the minute weather forecast of rain and fog. After a detour to Rhayader for petrol, spares and choc bars, we turned homeward via the Claerwen Reservoir. The lane follows the contours of the reservoir back to the bridge at Claerwen farm. A quarter of a mile from the end of the lane we met an intrepid Montego driver coming towards us. We knew that if he went much further he would get stuck and we advised him to turn back. He did not heed our warnings and for all I know he may still be there. We returned down the Strata Florida where the water seemed to have risen a further six inches. With the rain still pouring down we arrived back at camp absolutely soaked.

That evening we packed up the tents and drove the 40 miles to Brecon. After a refreshing night's sleep and a good breakfast at the Brecon Guesthouse we were ready for another day's trail riding. Our first trail of the day was round the edge of Cwn Cynwyn, the glacial valley. This lane is mostly rock steps, deposits from glacial movement. Half way up, John's home-made petrol tank cum seat on his ex-works Honda sprang a leak. He returned to Brecon in search of araldite but sadly was unable to rejoin the group. At the head of the valley we stopped to take in the view to the north and pose for photos. The wind was strong and took your breath away but the exhilaration was felt by all of us. We continued down Tor Glas where we were confronted by a tricky trials section, a deep rock-strewn gully with a stream at the bottom. The exit was a sheer mud climb. Tired from the previous day's exertions we declined to tackle this section – all except Bevis, who succeeded at his third attempt.

Returning to the bottom of the valley we made for the next trail at Ystrarfellte. This lane became more interesting as we neared Nant Cwn-du stream, which cut it to the bone. We continued up over Bryn Melyn and onto the road. Next we rode

Sarn Helen, where we met some irate walkers who assumed that they were the only ones allowed there. One of them shouted "pigs" as we rode by. With this unfortunate incident passed, we carried on via the King Stone and down to the farm. Crossing the bridge a quarter of a mile downstream we went up through forestry, over rock slabs and down to Henrhyd Falls. Here we had a welcome cup of tea and sandwiches and decided to take a look at the falls before returning to Brecon.

-----oooOooo-----

## STOP PRESS

8th June

### NORTH WALES ROAD BIKE RUN

Start from Corwen (nine miles west of Llangollen on A5) car park at old railway station (near Flare petrol station) at 11.00 a.m.

For standard and converted touring bikes, classic trials bikes, green lane specials. No enduro bikes and trail bike numbers limited. Details from Brian Thompson.

-----oooOooo-----

## OBITUARY

I was sorry to read in the motorcycle press of the sudden death in February of Roger Maughfling. Roger was a keen motorcyclist, and in the past journalist, and was also a member of the TRF. His company, 'Supersprox' was advertised in the *Bulletin* for several years.

Our sympathy goes to his family and our best wishes go to his son, David, for the future success of the company.



## BURNSPEED BIKE RACKS — Review by Alan Kind

Putting aside all the ethics of whether or not one should tote one's trail bike to the start of the day's run, the choice of means of transport comes down to car and trailer, car and rack, or van. Vans are OK for those of us not blessed with a mother-in-law and several screaming offspring to drag around during the week, but they're not really practical everyday transport and even occasionally carrying passengers in the back is fraught with perils as they won't be covered by the passenger liability section of the driver's insurance.

Trailers are fine, if you have the space to store them. Once you are forced to find them a corner in the garage the car has to start sleeping outside. Even worse is when the wife clonks her shins on a sharp bit . . .

So, with the local group's annual toy run fast approaching and yours truly the run leader, some form of transport was urgently required for my newly acquired 'orrible two-stroke with its twenty mile range. Messrs Burnspeed of Newcastle upon Tyne gladly took my note of hand in return for one of their new-to-the-market carrying racks, yours for £45, my boy!

It is certainly well made — MIG welded (some joints gas welded) and fitting it to the car was easy. A mounting plate with two socket tubes bolts to the tow bar (you can keep the ball on if you wish) and the rack simply plugs in to be locked by two hefty set-screws. A vertical member then slots in and, once the adjustable hoop is set to the wheelbase of the bike, one person can lift a bike (if it is an XT600 — three people) into position without too many groans. A couple of tie-downs hold the bike firmly against the upright and the whole lot becomes very rigid. On mine, the upright tends to interfere with the gear lever on the bike and makes it lean back a little too much. Burnspeed say that they have repositioned the upright to stop this and, as it is offset just above the spigot, you get a fair range of adjustment.



Strength of the rack itself seems fine — certain club members using them for heavy bikes at silly speeds (no trailer speed limits for racks) without disaster, so far. Evidently, though, certain towbars of 'Mickey Mouse' origin have been known to wilt a little.

Weight of the car itself must be a critical factor. Mine is a hefty Citroën GSA with the usual self-levelling suspension, so the ride isn't affected too much. I have seen them successfully used on Fiestas and Capris, but I wouldn't fancy a ride in a Skoda so equipped!

As with all things, it comes down to what you want and need. Obviously it is more economical to use a trailer if three or four of you regularly travel together. If you tend to drive solo, or for long distances, then this might be a much better bet. It has the added advantage that when the car is full of people I like, the mother-in-law can still come along, but she doesn't half moan about the wind at seventy!

PS: I got the rack fitted in time for the Toy Run and all the electrics sorted out for the lighting board. Came time to go and the b\*\*\*\*\* car wouldn't start!

## RIGHTS OF WAY MATTERS (SOUTH WEST) from Gwyn Thomas

### Somerset

Somerset CC have declared a positive Green Lane policy in that RUPP and UCR status will be protected. This was reaffirmed at the half yearly informal Consultative Committee. Gwyn Thomas represented the TRF and was able to raise certain matters, including Somerset CC's application under Highway Act 1980 S.116 to stop up a RUPP near Wincanton. This RUPP (no longer a Green Lane because the hedgerows had been removed at some time in the past) had been reported as ploughed out and obstructed by barbed wire a year earlier! Apparently 'another department' of the County Council had decided to apply at the Magistrates Court sitting on 2nd December 1985. Exmoor TRF members, Nick Crocker, Dave Drew and Gwyn Thomas attended the hearing to object.

### Devon

Unclassified County Roads (there are no RUPPs left!) are again under threat because of "almost universal local opposition to their inclusion on the Definitive Map as Byways Open to All Traffic".

The TRF approached the Dartmoor National Park Office in Bovey Tracey to establish their policy which was thought to be unbiased. However, recent Committee decisions signed by the Chief Executive Officer, County Engineer and Dartmoor National Park Officer mean that applications to the Magistrates to downgrade some UCRs to Bridleway are in hand.

Devon CC's attitudes to green roads with vehicular rights are giving rise to much concern. The TRF are fortunate to have Lt Col John Croysdale (BBT) and Bert Lintern of Christow, Nr. Exeter fighting for our ancient roads. Devon and SW trail riders must get out of their apathy and act NOW.



### Ramblers Association – Mendip Area

Local Group Chairman of the RA, Jim Docherty, asked Gwyn Thomas (Bristol and Exmoor TRF) to address them at their AGM which took place in October. Our intrepid trail rider displayed a set of photographs and explained to the 45-strong group what we are and what we do. There was no hostility and there was applause after the talk! It seems that any anti-trail riding feeling may be at National level, where politics are played.

This was a useful bridge-building exercise. The RA Chairman, an ex-RAF type, owns a couple of motorcycles in various states of disassembly.

### Lane Clearance

Exmoor Group are very nearly through Maggs Lane, a RUPP at Cockhill, Castle Cary, Somerset. At the time of writing, about 15 metres remain. The task has been hard because the two hedgerows had joined together forming a 15 foot thick impenetrable hedge. Workers included Dave Drew, Nick Crocker, Roy Scrafton, Steve Grinter, the two Sharp brothers, Edgar Blum, Gwyn Thomas and 'Quackers' – a non-TRF member whose pal has a Land Rover. There is still work to be done; volunteers please!

### Mendip

A nice UCR has just been discovered near the village of Chewton Mendip, near Wells, Somerset. Called Honeywell Lane, it is an old carriageway shown on all the old maps, Greenwood, etc. It is overgrown and obstructed with barbed wire (surprise) and has been reported to Somerset Highways Authority. Bristol TRF has commenced work on this lane.

### "Green Lanes in Devon Report"

Project Officer, Phil Glover from the Bridge Community Programme Agency, Totnes, Devon gave a slide show and illustrated talk to Bristol TRF. All the Green Lanes in Devon are being surveyed and cleared and this excellent scheme was completely described by Phil. Future liaison, advice and help is now assured from the 'Green Lanes' people in Devon.

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## BOOK REVIEW — MOTO GUZZI TWINS

### All the Vee Twins, 350 through 1000 c.c. plus Parallel Twins — 1964 Onwards

Author: Mick Walker Price: £9.95  
Publisher: Osprey ISBN: 0-85045-650-9

This title is Mick Walker's third book in the Osprey Collectors Library Series. As in his earlier books, Mick shows his knowledge of the Italian motorcycle industry as even the first chapter (which is primarily an introduction) is, in itself, a detailed and well documented summary history of the company and its machines. From its formation in 1919 by two Italian Air Force comrades, early Guzzi singles, triples and horizontal fours are covered in great technical detail; as we have come to expect from Mick's books. So you'll certainly know your Tipo GPs from your Tipo Sports! But although technical, this title loses none of its readability, and you'll find, as I did, that you just can't put the thing down once you start reading.

Although it was racing that first saw Moto Guzzi producing vee twin motors, these in-line engines bear no resemblance to the across-the-frame engines which we have come to see as synonymous with the name of Guzzi. It was the factory's military involvements that brought about, almost entirely, the large 90° vee-twin motorcycle. The bizarre looking vehicle, the military 3 x 3 tractor with its 754 c.c. 90° v-twin engine was to father the range of Guzzi vee-twins as we know them today.

Throughout the book, Mick offers technical details about the motorcycles one would normally only expect to see in a test report or workshop manual and as such offers much valuable reference material as well as an interesting history of Guzzi. Further into the book, he even lists some "long term" test problems with the T3 model.

We see the V7, which marked a new era for Guzzi, a real sports roadster, developed and eventually evolving into the high performance 750S. The larger capacity T series and Californias to cater for the touring market, seeing the first time use of Guzzi's linked braking system. With personal knowledge of many of these bikes, Mick is able to offer first hand opinions and views which brings the subject so much more to life.

The later Le Mans and Spada chapters kept a few folk quiet down at my local Italian bike club with the general mutterings of Mk1's being better than Mk1s .... Certainly a book which will interest any Guzzi owner and enthusiast.

Mick gives an interesting insight into why the Convert was such an unpopular Guzzi model and poses the point that management should give the buyer what he wants rather than what the company *thinks* he wants.

The middleweight V35, V50 and V65 machines were designed to fill a gap in Guzzi's range and offer economical motorcycling to the masses. The many and various guises of this range in sports, standard, custom and trail are, once again, well illustrated.

Police and military models, contracts so fiercely fought over by the big Italian motorcycle companies, brings us to the end of the Guzzi motorcycle coverage.

However, throughout the latter part of the book the name of De Tomaso recurs. As a major force behind Moto Guzzi, Mick devotes the last chapter to this man and his affect on the Italian motorcycle market. A sobering chapter to finish on, though still extremely interesting and an eye-opening account of the men, the politics, the marketing policies and decision making which, after all, are the factors which govern what we shall ride. We often forget that there is hard sell business behind the tank badge on a petrol tank.

Concluding with appendices covering brief model recognition, specifications, colours and carb settings there is little doubt that this is a very full and informative book on the Guzzi marque.

An excellent quality book, plenty of photographs — action, static and of the people behind the scenes together with some line drawings and diagrams. I would definitely recommend this book both to the casual reader and to the real Guzzi enthusiast.

*Reviewed by Rosemary Swindells*

## TRAIL RIDERS FELLOWSHIP

### Group and Group Rep.

#### BRISTOL

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

#### CAMBRIDGESHIRE

Richard Shaw, 37 Western Way  
Letchworth, Herts. SG6 4SE

#### CHESHIRE

Mr P.J. Smith, 15 Crescent Road  
Lower Brinnington, Stockport  
SK1 2QG

#### CUMBRIA

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

#### DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, 9 Blackdown Close  
Sheffield S19 6NF

#### EAST MIDLANDS

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

#### EAST YORKSHIRE

Howard Wadsworth  
7 Hammond Road, Knottingley  
WF11 0HL

#### ESSEX

R. Short  
26 Manor Road, Chigwell, Essex

## LOCAL GROUP MEETINGS

2nd Mondays  
White Hart, Brislington Hill  
Brislington, Bristol

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

1st and 3rd Thursday — The Robin Hood  
Buxton Road, High Lane, Hazel Grove,  
Stockport

Golden Lion, Market Place, Kendal

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

2nd Wednesday — Three Horseshoes  
Hemington, Leicestershire

2nd & 4th Wednesdays  
Kellingley Social Centre  
Knottingley

4th Tuesday — White Bear  
Stanford Rivers, Nr. Ongar, Essex



**EXMOOR**

John Gibbs  
42 Longlands Road, Cullompton,  
Devon. Tel: 0884 32781

**FYLDE COAST**

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

**GLOUCESTERSHIRE**

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

**HERTFORDSHIRE**

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

**LANCASHIRE**

Keith Westley, 6 Briars Lane, Lathom  
Ormskirk, Lancs. Tel: 0704 893215

**LODDON VALE**

Don Lewis, Ladybower, Dogmersfield  
Basingstoke, Hants. RG27 8SS  
Tel: 02514 616359

**NORFOLK & SUFFOLK**

Dave Rose, 15 Shire Green, Fen Lane  
Kings Lynn. Tel: 0553 65661

**NORTH MIDLANDS**

Brian Smith, 'The Smithy'  
Ballfields, Bradnop, Leek. Staffs.  
Tel: 0538 384218

**NORTHUMBERLAND**

Ken Canham, 'Overdale'  
Woodside Villas, Hexham, Northumberland  
Tel: Hexham 602553

**NORTH WALES**

Stan Whitaker, 15 Wedgewood Heights  
Holywell, Clywd  
Tel: 0352 712343

**NORTH WEST LONDON**

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

**NORTH YORKSHIRE**

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

**SHROPSHIRE**

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

**SOUTH EAST**

Steve Neville, 115 Ifield Way  
Gravesend. Tel: 57061

Riverside Inn, Creech St Michael,  
Taunton, Somerset. Last  
Thursday 8.00 p.m.

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.

1st Wednesday — The Blue Lion  
North Pickenham

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

3rd Tuesday —  
Ryton Rugby Club, Ryton

1st Wednesday — The Fox & Grapes  
Chester Road, 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

**SOUTHERN**

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

3rd Tuesday — The Woodman Inn, Lower  
Upham B 2177 (Formerly the A 333)

**SUNDAY WINTER CLUB — CWMBRAN**

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

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

**SUSSEX**

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

Contact John (every other month — 4th  
Wednesday — i.e. Feb., 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, 4 Halley's Walk, Addlestone  
Surrey. Tel: Weybridge 42935

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: 0484 685492

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, 18 The Spinney  
Wolverhampton WV3 9EU  
Tel: 0902 763824

Every Thursday 9.30 p.m.  
Hill & Cakemore Ex-Servicemen's Club  
Victoria Road, Blackheath, W. Midlands

**WEST YORKSHIRE**

Charles W. King, 53 Townend Road  
Woodale, Nr. Holmfirth, W. Yorkshire  
Tel: 0484 684782

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

**YORKSHIRE COAST (SCARBOROUGH)**

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

1st Wednesday  
Wykeham (ring first)





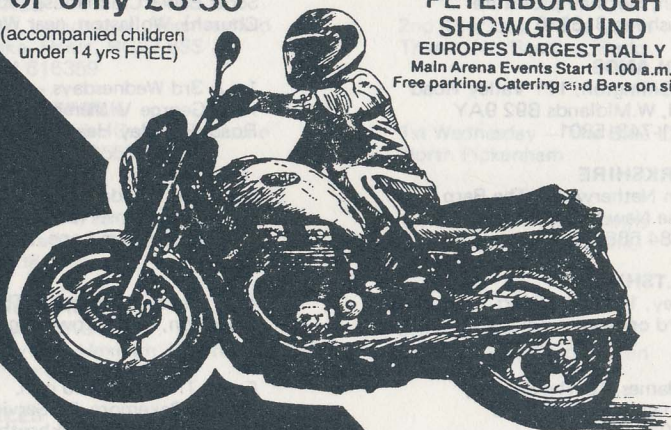
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**COPY DATE FOR BULLETIN 114**  
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