

#### WEST YORKSHIRE

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Woodale, Nr. Holmfirth, W. Yorkshire  
Tel: 0484 684782

#### WEST WILTSHIRE

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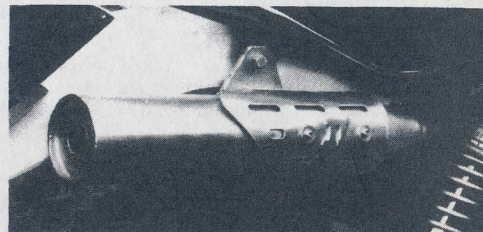
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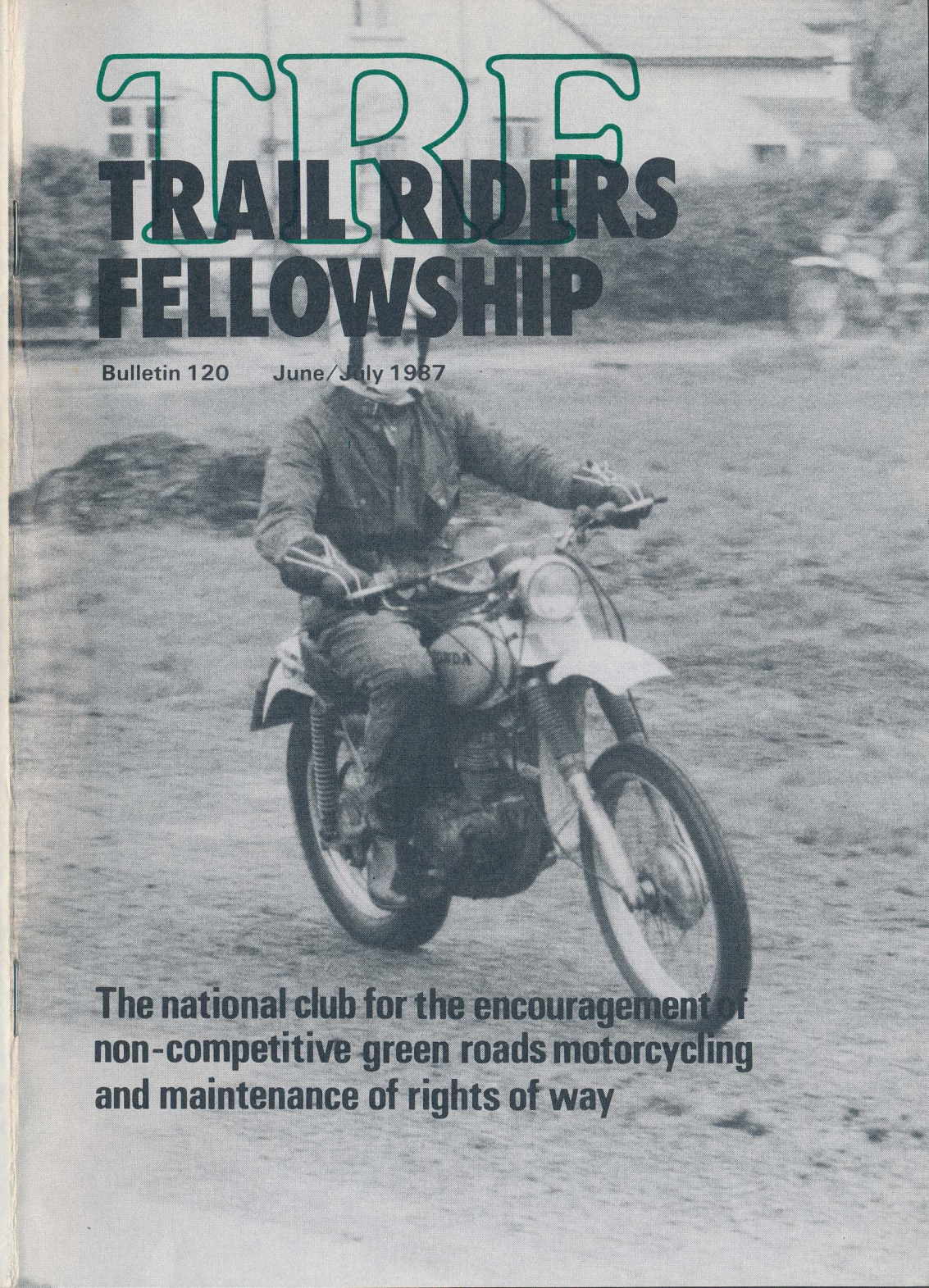
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# TRF TRAILRIDERS FELLOWSHIP

Bulletin 120 June/July 1987



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



# TRAIL RIDERS FELLOWSHIP

**Bulletin No. 120**  
**June/July 1987**

## FUTURE EVENTS

Meeting at Welsh 2-Day Enduro, informal. Thursday evening 18th June. The Llanerch, Llandrindod Wells, so the many TRF members who visit the Welsh can get to know the names of all those faces they see both around the course and in this *Bulletin*.

### JUNE

14th East Midlands Group Run, South Leics. Contact: Graham Chinnery, Tel: Derby 810059.

14th Trail Run (venue to be decided). Contact: Lynton on Shrewsbury 58423. Run Fee £1 to be paid on the day.

### JULY

12th Trail Run (venue to be decided). Contact: Dave on Ellesmere 2772. Run Fee £1 to be paid on the day.

### SEPTEMBER

19th Executive Committee Meeting, King George V Memorial Hall, Hockley Heath.

19th/20th Welsh 2 day trail ride – contact Charles King

### OCTOBER

18th TRF AGM, National Motorcycle Museum, Birmingham.

11th Road Bike Trail Run in Derbyshire. Details from Brian Thompson, 39 Warren Road, Thorne, Doncaster DN8 5PP.

6th-12th Bike Show – NEC

Most Groups organise runs at least once a month, so contact the Group Rep for details. These dates are only the representative few.

*Cover Photo: "Seven Stars Run" Berkshire – An incognito Thames Valley Group Member.*

### TRF Press Officer

Steve Harris, 11 Great Close, Chapel Brampton, Northants, NN6 8AN. Tel: 0604 843052

Interested in riding in Hertfordshire? Paul Richardson is organising some runs. Contact him on Hemel Hempstead 41136.

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## EDITOR'S RAMBLINGS

Trials tyres, trail tyres, enduro or moto-cross tyres, the argument goes on as to what tears up the ground more. But nothing motorcyclewise can do the sort of damage that horrified me recently whilst our trail riding. Bimbling along one of my favourite easy lanes near Winchester the way was suddenly scarred by a sea of dry ruts – at least 18" wide and 12" deep for a wide section, much wider than the actual right of way. The culprit? Some sort of farm tractor. This track, ridden only last year would have been passable by a car, but today only a 4WD vehicle would be able to traverse this "battlefield". Makes you feel like your bashing your head against a brick wall trying to preserve lanes.

I was rather concerned to hear that after voicing opinion in the bulletin, someone took it upon themselves to write an abusive letter to the author – anonymously. Everyone is entitled to their own opinion and if the anonymous letter writer had an axe to grind about a letter in the bulletin, an answer via the bulletin would have been the appropriate place to do so. It is for this reason that I will no longer publish full addresses in the bulletin as I do not see why members should be subjected to anonymous abuse. If, however, you want your full address published ie if you are asking for information, then please indicate this when you write to me.

I was shocked, nay, horrified when I saw Honda's latest price list to see that the XL125 is no longer listed. The XL125, in 'K' trim was the machine I cut my teeth on (and many other parts!) and is a superb small capacity trail machine. The choice of trail bikes is shrinking with each successive year; the choice of small capacity 4-stroke trail bikes almost non-existent.

Teething problems over the change in distribution of the Bulletin seem to have sorted themselves out now, but if you know someone who is still not receiving their bulletins, please get them to write to Tony Rose to check their membership details and/or supply them with a copy. This goes for change of address notices as well, please do not send these to me, but to Tony. It saves a lot of time and postage in the long run.

So, here's to summer and dust in yer teeth along the green lanes!



## LETTERS

Whilst the typewriter was warmed up I thought I would write to you on the subject of Two-Stroke. I agree that some older bikes can create an awful lot of smoke and noise, but really, as you pointed out, it is the fault of inefficient exhaust systems, that can be remedied by the owner of the bike. I appreciate that genuine replacements are dear, but they could be cheaper in the long run, they may last longer and they are correct for the engine in question.

I seem to have the same problem as you, Rosie, I have short legs, Julian - my husband - reckons I have ducks-disease, (bottom too close to the ground) so I have greened three Yamaha TY 175's, (Trials) they are great little bikes and easy to learn on, apart from a few sticky situations when I have created a blue haze they have never been offensive in any way.

My greenlaner is now a Honder TLR 200, a Trials iron again, but it makes an excellent greenlaner. It is a little heavier than the TY, but not too heavy to pull out of a mud hole and it has the geometry to get yourself out of most trouble.

Mandy Coulson, Milton Keynes

**SLOW DOWN, HORSES** - Would all trail riders please ride with extreme caution on the lane in Cambridgeshire which runs from Spaldwick to Tilbrook Grange, OS Map 153, Grid Ref. 118726 to 089716. Take particular care 200 metres either side of the house on this lane, grid ref. 093717, as the horses which are kept there are being panicked by over revved quick moving vehicles, both motorcycles and 4WDs. Just recently one of the horses got tangled up in a wire fence due to some thoughtless riders. Luckily the lady who owns the horses was on hand, and able to free the horse before it injured itself.

When I was speaking to this lady she said that she was pro trail riding, did not wish to spoil our way of enjoying the countryside and realised the good work we do in keeping the lanes open for all users. So, lads and lasses, lets keep our allies and also bear in mind that this lady loves her horses as much as we love our bikes, probably more in fact.

Richard Shaw, Letchworth, Herts

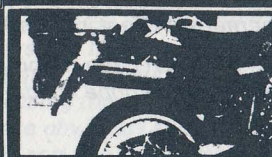
Having attended the Rights of Way Conference at Derby, can I thank Dave Giles for doing us proud.

Firstly the venue. The seminar meals and residential facilities were under the roof and could not be faulted.

All the speakers had something to contribute, whether it was a different point of view, or more important an outsiders one. The opportunity to see what makes a Public Enquiry Inspector tick, if nothing else made the week end worth while.

The final session was a general discussion, indicating that there was a clear understanding of the AGM decision of when not to make Byway claims. The policy was both endorsed and detailed as to its application. It is hoped that all attending will not treat the weekend as an informative weekend and leave it at that. It is hoped that as the country was well covered (by design) those attending will go back to their Groups and arrange a special meeting to pass on the

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YAMAHA 175/250/465	4.50	11.00	17.00 32.00	KL 250	4.00	9.50	12.00 23.00
				SUZUKI TS 50/100 ER All Models	3.00	8.00	8.50 16.00
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				YAMAHA DT 50/MX TY 50. DT 100	3.00	8.50	8.50 15.00
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information and understanding obtained. I do hope a further Seminar/Conference could be arranged for those who did not get on this one. No one who attended this one, other than what is required for it's organisation should be involved. We need to widen the base so that as many as possible can have the fullest understanding of Rights of Way matters. It is important that there should be as many skilled in all ROW matters so the responsibility is spread over many and not just 'the few'.

Unfortunately many do not realise that the skills of Green Lane riding are greater off the bike than on, if it is not to be just a passing fad. I do hope an Idiots Guide to ROW research can be produced in the very near future.

Again many thanks to Dave.

One of my informal natters during a meal was on minimising the intrusion of a motorcycle in the countryside. The point being made that modern bikes if not tampered with are not noisy. But a 2-stroke can be smelt long after the bike has passed. Is there anything that can be done about it? Other than changing to a 4-stroke for which the options are few and fast reducing (for normal 175 to 250 types as opposed to Paris/Dakar machomen or women). A suggestion was made why does a 2-stroke have to smell, is it not beyond the ability of the industry to solve this problem even if it costs a few more coppers. There is no selling point on smoke or smell tho' I know 'R' may be different. Any ideas anybody?

Seymour Moss, TRF Chairman

Bulletin 118. Came with some very welcome run reports. While not able to go out riding I find these reports keep one feeling right, thinking ahead to your own. Also it is nice to hear other peoples antics and humour. Once our Dorset Group gets under steam I propose to send in some reports for the rest of you to read.

There has been a lot of correspondence regarding the so called enduro rider. Our groups feelings are that anyone taking irresponsible behaviour while out on the lanes should not expect any backing from TRF members if taken to Court and should be banned from continued membership. I feel sure that other \*pukka\* enduro riders who also ride trails under the TRF's code of conduct find it embarrassing. Some of our group members, including my own family are involved in moto-X, but we do not treat lanes as a moto-X track and do get annoyed when we hear people referring to youngsters out on old moto-X machines as irresponsible moto-crossers. Proper motocross riders dressed properly, helmets etc., will be found practising at practice tracks. Several times when racing at Bovington, (authorised meetings), I have noticed a number of youngsters racing round illegally on old trail bikes and the like (TS 185's seem to be most popular), I of course know they are not proper trail riders. It may be that some of these lads do not even realise that what they are doing is illegal. A fellow TRF member recently told of a true incident which happened to him this winter. He took some in-laws up onto Exmoor as they wanted to see the views. It was such thick fog that it was all they could manage to walk and did not see the glorious sights hoped for. The peace and tranquillity was broken by the sound of bikes. The member strolled over to find some youngsters on perfectly legal road bikes riding round off the RoW. He told me he politely informed them that their activity was illegal but if they cared to go back to his car he would show them on his map the correct route across the moor. Our member told be it was years since he had been called Sir so

many times and almost found it embarrassing. The outcome was that the bikers set off happy with the knowledge that they now knew the legal RoW and they must not go off it. It appears they were also very interested in joining the TRF and hoped to attend the next meeting. Unfortunately they live too far away to be members of Dorset Group. Had they been verbally abused by any rambles, (R A or otherwise), or horse riders would they have then had a different attitude to RoW one wonders. On this note I do agree strongly with the views put in Brian Wrights letter regarding publicity. We must surely get some better advertising campaign. I am not knocking the people that have been in the TRF for years and slogged away, but there are obviously several of us newer members with a different approach in mind. If we can get our membership up as Brian says that will more than pay for the extra ads. . . Gwyn Thomas, AGM 9 (h) also puts forward a point I feel about TRF posters. Successful advertising must keep up with the times to be effective. Lets have a colour poster with a modern looking bike on it with a rider in modern looking gear. We older riders know it takes a lot to beat the faithful Belstaff, but younger and newer riders look on them as old hat! My personal experience with the younger element is they do not want to be branded old fashioned or square. My advertising blitz for the Drax Arms meeting has been by using a modern photo (Suzuki literature in fact) with all three riders wearing colourful anoraks and trousers. If we want a newer look poster and no one else offers a design my daughter, (an ex moto-X rider) would design one for us.

Norman Howard, Shaftesbury, Dorset

## RIGHTS OF WAY NEWS from Brian Thompson

### SEMINAR SUCCESS

All 36 delegates agreed that the Derby TRF Rights of Way Conference had been very useful and worthwhile. They now go back to pass on to local TRF groups the invaluable lessons learned during the Friday to Sunday stay (April 11/12) at British Rails conference Centre. Our first guest speaker Alan Kind told us about the 9 months life of LARA and what LARA's aims and achievements are so far.

All were impressed and fully convinced of LARA's need to attract Sports Council aid to employ regional full time experts. The three areas of LARA activity ARE:

1. Urban Projects (trail parks, wheels centres)
2. Sporting land (the lack of and pressures to ban especially in the south of England where land prices are higher and conservation groups stronger).

Thirdly comes Rights of Way, working closely with the TRF, BMF etc and dealing with political issues.

Next speaker was Jeremy Worth, Countryside Commission chief who while a bit pro walkers proved most interesting and in view of the Commission paying 50% of the cost of the Seminar reflected a new spirit of tolerance. Some delegates couldn't resist a few digs about the proposed Ridgeway ban but Jeremy took it all very well. Later we saw 'Enjoying the Countryside' video which I shall show in



Dorset on April 25 and in Wales in June and July at TRF meetings. There is a refreshing new realism about the Commissions' thinking. While Mr Worth admitted they will always come down on the side of quiet walking needs first we shall always get a fair hearing despite his opinion that motor cycling 'has a terrible image'. This helps explain why motorcycling gets £17,000 out of £37m given to other sports by the Sports Council including £37,000 to study athletics knee injuries! The most amusing speaker proved to be David Wallace MA, Cambridge Land Expert and BBT (Btways & Bridleways Trust) trustee. David said he spent the first 30 years of his career advising farmers how to increase food production and now having seen the damage by overproduction is trying hard to reverse that policy!

He was not optimistic about turning over a third of the countryside coming out of food production to rights of way because they are for free and provides no income to farmers. It's hard to farm tourists he said. He reckoned we may be at our peak of access. But permission 'pay to ride' trail riding is likely to be seen. Trail parks although badly needed may founder due insurance liability for public access. Club access is much easier to provide for. David explained that the BBT is unique in fighting for the ways themselves and not for any user interest. Then followed a 'Brains Trust' of the three which went down well with some lively questions and answers both informative and interesting. The final guest Maj Gen Peter Shapland a Senior Public Inquiry Inspector gave us a useful talk with good tips from his vast experience. The General went down very well with the motor cyclists. No stuffed shirt, he proved a very popular guest indeed and stayed with us overnight and observed the mock public inquiry that I held for 2½ hours that evening. The Inspector paid us the highest compliment possible by telling the 36 delegates that he thought he was at a real inquiry. Don Lewis of the Loddon Vale Group acted out the TRF advocate based on an inquiry held in 1982 in Lakeland trying against all odds to upgrade Buckholme Lane near Keswick. Adrian Walls from North Wales and Tim Stevens from Lancs took the acting honours as parish council and farmers totally against the TRF claim. They were joined by the RA (surprise, surprise), National Park, and County Council. Another six volunteers acted as user witnesses in support of Don's case. The cross examination was at times hilariously funny. The real life result was defeat! A good lesson to all that evidence of vehicular rights must be very good and those who don't want Byways will use any methods however irrelevant and opinionated. Following the video show the day ended at 11pm. Non stop work since 9am. No junketing here I assure you! Sunday tried to do too much and my question and answer session only got through 4 out of 15 topics before Mike Gibson gave a slide show and talk about his work as a professional full time rights of way officer. He spoke about the new Institute of Public Rights of Way Officers which will produce an unbiased rights of way guide within 2 years, much needed in view of the damage done by the RA blue book guide. Finally a talk by our own Solicitor Mike Rowley on Byway policy and other legal issues and a summing up by Chairman Seymour Moss. John Higgin Secretary and Treasurer Tim Ley was also at the Seminar. Everything went well. Everyone behaved themselves with no silly questions and the seminar and grand aid breakthrough can only enhance the reputation of the TRF in rights of way circles. Most credit goes to organiser Dave Giles of the East Midlands TRF whose keen professionalism tended to make my previous seminars look amateurish. I am sorry that many had to be left out. The seminar showed the TRF at its peak of success and achievement, and all using unpaid volunteer staff!

## WALES

The TRF is now going all out to get organised in Wales with 2 new groups which I suggest be known as West Wales Group and Mid Wales Group. Up till recently the TRF has held back from a possible clash of interests in view of the established presence of the Welsh Trail Riders Association and Mid Wales Trail Riders Assoc. Both these clubs are enduro clubs which tends to dominate activity. The TRF has 60 members in South West and Mid Wales but without an organised group. I shall be announcing details of a meeting to start a West Wales Group in Cardigan, Dyfed, in July with a video show of the two trail riding films, soon, and in Powys probably Builth Wells in mid June again making it a worthwhile night out enjoying the videos and getting together for the first time. Watch this space for details. Mid Wales has the best potential for trail riding in the UK. It is the ONLY region that trail riding can be actively promoted. To show how much the TRF is anxious to boost activity in Wales we have invited four Welsh members to the April seminar. One ACU club has moved over to the TRF lock stock and barrel! They too recognise that the TRF fights to keep lanes open, marks up maps, offers free legal aid and organises trail runs. Both Dyfed and Powys County Councils are friendly and co-operative and I am meeting Dyfed in Carmarthen in July.

## GLOUCESTER

County Hall at Shire Hall, Bearland, Gloucester are reviewing all RUPP's throughout the county very soon. Clubs are being consulted. The TRF has a very good man in Clive Baxter who lives at 29 Linnet Close, Gloucester GL4 9XA Tel: 0452 507424. As always good liaison and cooperation between various clubs is important if only to avoid duplication of work. County Hall are asking for evidence to satisfy the simple test for Byway which is; Do vehicular rights exist? They way the condition of the tracks is unimportant as long as historically they are ancient highways. Sounds very fair and it should be a once in a lifetime opportunity to establish a good number of Byways upon which vehicular rights are 100% guaranteed, even by the RA! Head all letters Wildlife & Countryside Act 1981 Review of RUPP's.

## NOISE

Trail riders suffer more from the poor image than any other motorcyclists because we have to appear at public inquiries and conference to explain what trail riding is all about. So when an MP is promoting a Private Members Bill to crackdown on the sale of illegal after market silencers this deserves our support. Sections of the uncaring, greedy motor cycle trade are *STILL* selling noisy exhausts!

The Bill is struggling due to Government apathy and so I urge you to write to your own MP and ask him to support the Bill brought by Robert Adley MP. Tell him that there are 400,000 noisy bikes on the road and the police can't be bothered so tougher laws to stop the point of sale are vital for a quiet life.

## SOUTH YORKS SUCCESS

Two popular green lanes near Doncaster Dormer Green Lane and Noble Thorpe Lane are now saved from being closed by British Rail. Doncaster Council spent £20,000 fighting BR's Private Bill, plus firm protests from BBT, TRF and LARA and British Rail finally caved in. The ancient lanes which cross the main Doncaster/York line which existed long before railways were invented are safe. Use with great care in view of the high speed trains using this line and read the instructions carefully at the level crossing and there is no danger.



## NEW REPORTS OUT

Two Government Reports have just been published. The first the Countryside Commission "Enjoying the Countryside" which are future plans for all of us who take our leisure in the countryside. Free copies of the 34 page booklet are available from C Commission, Publications Despatch Dept, 19 Albert Rd, Manchester M19 2EQ. All trail riding groups and clubs should send for a copy. Officials responses from the TRF, LARA and others have already been sent in an effort to improve and safeguard trail riding in the years to come. There are no specific plans to ban trail riding which is an immense relief and shows that the Government are accepting that trail riding is here to stay. As last the Report admits freely that much of the rights of way network is simply not available to those who wish to use it with most users easily put off by obstructions, ploughing and lack of signposts. The second official Report is the "Access Study" A Report to the Countryside Commission and Sports Council by the Centre for Leisure Research, and published jointly by both Government Depts. This costs £12 post free from the above. The 170 page detailed investigation provides some useful evidence on trail riding with household surveys on attitudes and problems. Table 24 for example shows that only 11% of all sports participants knew that green lane motorcycling is lawful! Fewer than half of ramblers knew as did farmers. No wonder we have problems and clearly shows the need to improve public relations.

The report says that trail riders have suffered significant losses of routes partly because of hostility from landowners and ramblers who fight hard to prevent Byway status on the Definitive Map. Much to my surprise Unclassified County Roads are properly dealt with on page 86 and recommends that UCR's be shown as Byways. Spot on! The Report says rights of way are in a mess generally with long delays in securing the correct status, poor signposting and in fighting between user bodies. National bodies like the RA and BHS (British Horse Society not British Home Stores!) are unrepresentative. The RA only has 50,000 members out of 10 million active walkers. The BHS figure is 35,000 out of 350,000. The TRF figure (not quoted) is much better with 2000 out of 5000 trail riders. The report says that it is not clear who these organisations really represent! Most of the conflicts which can be very severe are between recreationists. The Report highlights the opposition to trail riding by the RA who even object to motorcyclists being given a right to ride on private land!

According to the RA the motor cycle has no place in the countryside no matter how well regulated, controlled or silenced! These are important issues say the Report! The TRF (but only the TRF) gets a handsome and flattering amount of coverage and trail riding is well covered generally. I think the Sports Council, Countryside Commission and Centre for Leisure Research are to be congratulated on a most fair and unbiased survey.

## TRAIL RIDING IN THE ALPS

The French and Italian Alps offer the greatest number of exciting 'green lanes' in Europe. Colin Hammerton lives in Bavaria and is willing to organise 'trail riding holidays' to your requirements.

Known as 'Colins Bike Tours' two week holidays can include ferries, accommodations, maps and guide. Small parties are best which would suit TRF groups. Write to

Colin if interested at August Neuhaus 32, 6830 Schwetzingen, West Germany. Some tracks 3000m high (10,000 ft) like the Colle Lombardaure wonderfully challenging and demand nerves of steel but are passable even for road bikes. Some of the Italian tracks were built during World War two very rough and long abandoned. This part of the Alps usually enjoys plenty of warm sunny weather. Smaller bikes can suffer from high altitude sickness of up to a 30% loss of power, and many trails are for trials and trail bikes only. This is pass storming at it's best and having ridden a Honda CB400A on tarmac roads in the Alps I often noticed 'green lanes' winding there way over the mountains that looked most inviting. The best days of my motor cycle life were spent in the Alps and you will not be disappointed. One day I shall return and explore some of the rough tracks through the forests and mountains of the Alps. Before July the passes are snow blocked.

Let me know how you go on!

## YORKSHIRE DALES STORY

New to trail riding and having joined the TRF at the April Blackpool Show, Leeds rider Robert Harrington borrowed a map from a friend and set off for a days trail riding on a new Yamaha XT350 with his girlfriend on the pillion. Unthinking Robert assumed that the map was accurate and was most surprised to be met by a couple of ramblers who physically tried to block his way.

The ramblers were quite prepared to be knocked down rather than allow Robert to proceed! Back home somewhat chastened by his first trail riding experience Robert checked with me. It soon emerged that he had got hold of some wrong information. The ramblers tried to stop him riding on a green lane without vehicular rights! This lane can be seen from the village of Hardrow near Hawes rising up over the moor. It is not the first time trail riders have been stopped on the track that runs from Grid Ref 866912 north west on the Pennine Way and doubling back after 5 miles to the hamlet of Cotterdale. I repeat once again that in *my opinion no vehicular rights exists*. Do not rely on somebodies old marked up map. Do not assume it was marked up by me as Robert did. The trouble with this attractive round route stems from an article by John Ebbrell in 'Motor Cycle' way back in 1968 who described this route as suitable for trail riders. The following weekend saw 200 trail riders trying to use it and this caused Norman Smith of the BMF a great deal of trouble! John was not too hot on rights of way law! If Robert gets a summons there is nothing the TRF can do to help him. He will have to apologise and pay his fine and promise to take more care in the future. The two ramblers who stopped Robert certainly knew that trail bikes had no rights on the Cotterdale track (and unless half a dozen riders can produce 20 years user evidence) please stop using this lane!

While in the Dales I badly need good user evidence on the Woo Gill track, Carle Fell Road in Upper Nidderdale that runs to Scar House Resvr. As we are being repeatedly challenged on this track by the water board, I shall have no option but to upgrade from bridleway to byway under the current review. But I need *YOUR* help. Twenty years continuous user is important; 5-20 will help. Under 5 years is of no value.





Trail Riding in South Yorkshire

Photos: Brian Thompson



## BYWAY FORMS

If anyone wants to submit evidence to the highway authority that should help them convert green lanes with RUPP or the wrong status to Byway I can supply TRF forms for this purpose free of charge to members if you send an SAE.

Some Councils will send them back and refuse to consider Byways! Even Lancashire which has been pro trail riding. Instead some councils like Dorset try to get you to do all the work. This saves ratepayers money and makes life easier for the bureaucrats! But the duty to make Byways (if vehicular rights exist) is *not* the users but according to Section 53 Wildlife and Countryside Act 1981, (and recently confirmed by Government Minister Wm Waldegrave MP) it is the *highway authority*. The work involved in DIY Byway claims is immense and only Bill Riley in Wiltshire and Peter Halstead in Lancs have successfully carried this out. My address is 39 Warren Rd, Thorne, Doncaster DN8 5PP.

## SOMERSET COURT CASE

The TRF are backing court proceedings to enable a RUPP obstructed for more than 2 years to be re-opened to public use. Gwyn Thomas is taking on the private prosecution via lawyers for which the TRF will pay all legal costs.

## HERTS BACK DOWN

Thanks mainly to efficient LARA organised protest, Dacorum Council have backed down from closing a network of new Byways in Tring. For the time being anyway!

## HELP FOR KLX OWNERS

For any KLX owners or prospective owners, I pass on a very useful modification to the rear swinging arm. I had it rubbed into me by other TRF members that you need new swinging arm bearings after every run.

WRONG - Drill three holes through to the bearings and tap in a thread to take grease nipples. Do with when dismantled obviously. One grease nipple goes into each side where the needle bearings run and the third goes into the centre spacer tube. On the chain side you will have to drill at a slight angle from near the central edge because of the chain.

I put my greasing points on the top, this means that you have to take off the side panels to get the grease gun into place if you have a fixed tube type grease gun. A flexible nozzle type of gun can be used with no problem. The other alternative would be to fit the grease nipples underneath the swinging arm. This mod works very well.

One other point when buying grease nipples for this conversation, get the ones with a small thread width, I think it was 6mm tap size.

The other mod is to convert the lighting over to 12 volt. It cost me about £30 including the new bulbs and battery and was well worth the expense. A new battery carrier will have to be made as the smallest 12 volt battery is bigger than the 6 volt used as original equipment.

Norman Howard, Shaftesbury, Dorset



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## STICKING THE BOOT IN!

### A Beginners Guide to Footwear by Rosemary Swindells

Rider protection is the watchword in all aspects of motorcycling. For the trail rider, after the legalities of the helmet, I would suggest he looks to his feet. Feet are notoriously vulnerable along trails; they get knocked by rocks, tree roots, branches, etc down narrow lanes; drowned through river and ford crossings, and if they survive all that, will, sooner or later, get trapped (along with the rider) under the bike in a fall.

The main problem facing the trail rider is the compromise between good protection and keeping dry. If you use normal wellies then you'll stay dry but have little protection against rocks; if you use leather, then the first ford or muddy dab will see you with soggy feet for the rest of the day.

The time of year, the type of lanes you normally ride and money available to spend on your "leisure" pursuit all play a part in deciding what to buy, and when all is said and done, you'll probably wear what you want to wear anyway!

However, below are some of the main options available.

### The Trials Welly

The trials welly must number amongst the most popular footwear within the TRF. These industrial wellingtons are made from strong rubber with reinforced rubber heels, shins and have that all important steel toecap.

The main drawbacks are (i) the sizes - if you have small feet (smaller than a 6 or 7) then you'll find them far too big and, (ii) being wellingtons tend not to be very warm, unless you wear many layers of socks.

These boots offer pretty good protection but they are not indestructible and I have seen a pair tear on rocks.

Priced at around £10 - £15 they can be found at most outlets that sell industrial clothing, off-road motorcycle clothing and sometimes in army surplus stores. Your cheapest bet is probably the first option though; a look in the Yellow Pages will tell you where to find industrial clothing.

### Woodman Boots

These too are rubber boots, but are a little more refined than the normal welly. They are made from extremely thick rubber have a gusset and lace front fastening, commando type sole, and in place of a steel toe cap have a thick ridge of rubber around the top of the foot. Lined with some form of man made fleecy lining they are surprisingly warm. They are good for those of us with smaller feet (around size 5 - 6). I have worn mine since 1981 for trail riding and they are still as good as new. They are not very long in the leg but will still protect the calf adequately. Available in olive green or dark brown, these now retail at around £16 - £18 and are available from most outdoor pursuits, camping or army surplus stores.

The beauty of these and of any rubber boot is when they get muddy a quick hose down will see them good as new again.



## Leather Boots

I wrote to many major manufacturers and distributors of leather motor-cycle boots in this country to ask what, if any of their range, they considered suitable for trail riders. Frank Thomas said non of their range was suitable, others just didn't bother to reply. Only PDQ replied saying:

"From your comments we think that perhaps the Rutland style boot might be worthy of consideration as it has a steel toe cap.

Rutland is of racing leg height and was designed with a patented variable angle gusset. The object of the patented gusset is to provide additional leg size for those who have above average calf measurements or riders who like to wear thick socks and trousers, etc for various occasions. It has also been found that when off the bike; if the press studs are set in the wide position walking is more comfortable.

The internal steel cap is an obvious protection and has an additional benefit of being zero rated for VAT. The Rutland is priced at £31.95 + £2 postage an packing."

From sight of the boot it does appear to be extremely well made and at a price of £31.95 offers good value for money. For further information contact PDQ Mail Order, Freepost, Kettering, Northants. NN15 5BR.

If you have £50-£100 to spare then "purpose built" off road boots will offer superb protection, though do make sure to look for an enduro style with a good sole as moto-cross ones tend to have a smooth sole (they don't need to dab).

Leather boots though do need more maintenance if they are going to last, so assess your lanes. If you ride in a lot of wet or mud be prepared for a lot of careful drying and cleaning.

On the subject of leather boots, Frank Melling, in his book "The Complete Book of Motocross" gives some good advice about boots and their care:

"Make sure that the boot you choose does have substantial protection on the shin. All good boots are now very expensive. In order to preserve their life as long as possible it is worth noting some simple tips for boot care.

First, never force-dry in front of a radiator or fire. This can cause internal burning of the leather which will dramatically reduce their life. It is far better to let them dry naturally - keeping them well aired to avoid the chances of mould growth.

After every outing the boots should be lubricated, but I would not advise using dubbin. This makes the leather too soft and will reduce the protection the boot offers. Instead, use ordinary shoe polish or hide food, every week and a coat of dubbin once a month."

In addition to the above, saddle soap is a good boot cleaner, leather food, and protector.

And what do I use? In the winter my woodman boots, and in the summer my Lewis Leathers enduro boots (cost £36 in 1981 or 82 - I can't remember now.)

## THE GOOD, THE BAD AND THE UGLY

The good refers to the Yamaha XT350 and the bad and the ugly the Honda XL250RE. My apologies to Clint Eastwood and any XL250RE owners, this is just my personal opinion but I have owned 30 motorcycles, 13 trail, 7 trials and 10 road and altogether I have ridden over 120 (true, I kept a record of every one).

Both bikes were purchased new, the Honda I had for six months before I just had to get rid of it. My needs are for a bike that performs well on the road and the trail, a true dual purpose bike as I do use it for commuting.

The carburation on the Honda was out of adjustment from the start, much too rich with engine eight stroking with the throttle slightly open. This was adjusted at the first free service, but as the miles built up and more throttle could be used the fault returned, it was virtually unrideable.

I got some carburation data sheets from Honda which showed the needles were too high. I adjusted the needles to the recommended settings, still too rich, eventually ended up both needles set one notch lower than supposed to be. Another nasty was the inability to run properly on choke, as my journey entails immediate rush hour traffic. The problem was to keep the engine running from cold, choke was out of course but when trying to keep up with the traffic flow it would start to richen again so push in choke to get it running smoothly, the next set of traffic lights engine would stop unless choke pulled out, almost impossible to find compromise choke position, took a fair while to warm up so that didn't help.

Honda also has rather a Heath Robinson dual carb linkage synchronization system.

XT350 perfect carburation from day one, choke system is a joy with no problems in traffic, twin carb syncranisation much more satisfactory.

XL250 accelerated very well but I found the engine very harsh and buzzy. Gearchange notchy and drivechain lash on the road absolutely disgusting, much less noticeable on the dirt of course (cush drive earth).

XT350 accelerates very well with a nice lot of low down oomph. Engine lovely and smooth with a good gearchange and minimal drive chain lash, beautiful. Smoothness I think due to careful design such as the 428 chain with its closer pitches must help smoothness. Despite small 'O' ring chain wear rate exceptionally small. 3,500 miles so far with minimal adjustment.

XL250 handling a bit strange on the road with dead heavyish steering, cornered quite well handling good on the trail although sometimes you could lose the front end without warning as if the self centering had suddenly reversed, probably due to the small amount of Trail.

XT350 great on the road, good on the trail and front end feels safer.

XL250 came with Dunlop K550 rear tyre, not bad, front not good.

XT350 had the latest Bridgestone trailwing probably the best Japanese trail tyres yet, front one not bad really and rear okay when new but soon deteriorates for grip when worn only a little bit. Rear tyre worn out at 3700 miles and both replaced with Pirelli MT17 which has got to be the answer for trail riding, street legal and plenty of grip, 110/90 x 18 rear is quite adequate.



The XL to look at was an ugly dumpy bike, the XT a prettier thing despite its pseudo M/X looks.

The XL was harder to start than the XT, which starts quite well as long as you don't pussyfoot around, but if it has been standing for a couple of weeks or more it can be troublesome.

Suspension on both bikes was good, quite adequate for trail use although I found the rear suspension after a while had too much sag and there wasn't enough preload left in the screw adjuster. If the shock is removed and the spring also you will see the top seating ring is located against a circlip, mine was on the softest/highest setting, put circlip in middle of the three grooves, Hey Presto! just the right amount of preload with adjustment either way.

*Brakes* XL250 front brake had a strange habit of at the slightest sign of moisture in the air (sometimes hardly noticeable) it would grab like stink, dangerously so at times, as if the drum was oval because it would still continue to grab.

The leading edge of the lining had been chamfered and the drum was checked for ovality which it wasn't. The rear brake was okay.

XT350 disc brake had me worried initially. I had reservations about disc brakes on the rough. Worried that disc could be knocked and damaged plus fluid reservoir vulnerability in the event of a fall, so far no problems despite falls. Disappointed in the power of the front brake on the road, expected a back wheel in the air job, very good on the dirt though. Alan Quinney of Melksham told me the braided hydraulic hose makes things much better. Back brake good.

Personal mods to my XT include Renthal trials bars being lower and further forward, removal of air scoops indicators and luggage rack, relocated horn. 15 SAE fork oil, no air, Mobil 1 in engine a 5/50 synthetic oil. I normally set the rear damper to 2 or 3 depending on load and conditions. Disconnected the return cable, slightly lighter throttle action and any slack in the cable can be eliminated. Other mods were to the kickstart to tuck it farther away, rear reflector assembly cut off and a spacer between the rear mudguard and loop, so at least you can get your fingers around the loop.

Regarding the tyre article in the magazine, readers might be interested to know that Pirelli do a MT 17 front tyre 90/90 x 21 which I think is the best news of all. I have had front and rear MT 17's on my XT350 for some while now and they do the job admirably, road and trail. The 110/90 x 18 is the narrowest they do.

It should be said that readers might have a problem when fitting a new camchain to their 185's in undoing the 14 mm bolt holding the rotor on. You might need a flywheel holding tool, that 14 mm nut can be very stubborn.

*Peter Wildsmith, Southern Group*

## TRAILING ROUND THE ISLAND

Trail riding attracts many different types of motorcyclists. From the purist "rambler on wheels" to the man who loves all facets of the sport and for whom riding the lanes is only part of the fun. It was from one of the latter that the idea of a trail riding trip round the Isle of Man first came. "Really great" was the

message. "Use the lanes every time I go over for the races". That started the idea of an out of season weekend to see just what the Island has to offer the off-tarmac recreational rider.

In common with the great majority of Britain, the Island has public highways that have never been surfaced, but the legal system over there is a little bit different from that on the Mainland, and there are no RUPPs, Byways or Unclassified County Roads such as you would look to use in England or Wales. There is, however, a classification of highway called the "Public Right of Way" which, I suppose, equates closely to our English Byway. They also have "Public Footpaths" which are, like ours, for pedestrians only. While it is true to say that the inhabitants of the Island are tolerant of motorcyclists to a degree almost unknown east of Douglas, the Island is small and dependent on agriculture to supplement its tourist and commercial economy, and anyone going over and making like Gaston Rahier en route to Dakar is not going to be very welcome. That is not to say that the lanes there encourage fast riding. Some are really well overgrown and others steep enough to test the performance of our cardio-vascular system to its limits.



Dave (mind my new paintwork) - Edgar's KMX going up!



Our visit coincided, naturally, with a bout of industrial trouble in the Sealink/Steam Packet Company set-up. Anyone studying for a degree in industrial relations really should go across to the Island and talk to the locals. The ownership and running of the ferry link is topic number one and the depth of understanding quite remarkable. When your next meal depends on the boat getting through, then all else must look unimportant by comparison.

The ferry (and there is now only one as against some fourteen ten years ago) runs only from Heysham now and, the story goes, people still go to Liverpool to catch it!! The tub we caught late on a September Friday was hardly in the first flush of youth and was full of returning school children and Island residents forced to spend their weekdays on the Mainland. It is an interminable trip and, I am told, very bumpy when Morecome Bay fights back, although we had good weather and a smashing sunset to light up the Lake District. Disembarkation is a painfully slow process because the bikes are carried on galleries around the side of the main car deck, and the cars and trucks are unloaded first. Douglas prom, two weeks after the Manx GP has finished, is rather quiet! There were a few locals around and several busloads of German senior citizens on a mass cut-price trip. Our hotel for the weekend was the Queenscliffe, near the Casino, ably run by rugged freak Gerry Dawson and his family. Gerry's name had been suggested to me by the Steam Packet Company when I asked about group rates for motorcyclists, and the Queenscliffe proved to be a good choice.

The Saturday morning saw the fifteen of us divide into two groups - one to head north and the other south and west, with a vague intention of joining up for lunch. The south group was led by Steve Costello, a member of the Teeside Ariel Owner's Club on his Honda XL600. Steve had stayed at the Queenscliffe several times before and Gerry had asked him to come over with us and share his knowledge of the lanes. The north group had the redoubtable Ken Canham map reading with your's truly offering helpful suggestions from the rear.

The run took us north from Douglas Bay zig-zagging inland to cross the TT course while following the lanes around Snaefell. Evidently it used to be permissible to



Hugh Mason coming down!



Adam Purser

actually ride right up Snaefell, but some thoughtless riding in recent years has resulted in yet another locked gate and a "Keep Out" sign. The scenery up here is very impressive, "Like Wales" someone would exclaim, or "Could be in Devon". Open green roads across moorland would suddenly dive into miniature valleys and narrow, hedged roads would lead to hamlets that could have come straight from the mind of Tolkien. Lunch was taken at Ramsey where the slow decline of the Island was very evident. Many shops were boarded-up or carrying "For Sale" signs. A shopkeeper said that it was due to the present British Government making the mainland more attractive for the wealthy. "Wait till the next Labour Government" he said, "They'll all come flooding back again". Riding around the north of the Island and heading south again, we met former BMW dealer David Dickinson and his son on their green lane outfit - a trials-type chair on a rather elderly BM roadster - travelling in the opposite direction. Their advice was sought as to the best lanes and we finished the day with a superb trail across the moors with a big enough bog to give more than one rider wet socks!

The southern group had experienced trouble with one bike - Brian Smith's Honda XR250 decided that it's cylinder head should take a holiday too and it looked as though Brian would be left walking on the Sunday. However, when Gerry heard of the misfortune he contacted Allan Lund of Road and Track M/C Ltd and they had Brian mobile again without delay. Many thanks to Road and Track for really saving the day. Day two saw the groups swapping routes, but with one big cloud on the horizon. The Steam Packet seamen were holding a meeting at lunchtime with a view to taking strike action. The thought of being stranded on the Island worried some, delighted others, and we made regular 'phone calls to the Queenscliffe to keep abreast of developments. The south of the Island was shrouded in that heavy, clinging mist well known to TT fans and it made navigation somewhat more difficult. People who can race through it defy belief. They must have one hell of a memory because just one minor error would be enough . . . The lanes down here are shorter than in the north, but they include a couple of real beltors - one narrow, uphill slot defeated the entire group and we had to turn round (difficult!), resolving to ride it downhill the next time. I had



remembered the need to salute the Manx Fairies whilst crossing a certain bridge. Others in the group had neglected this simple courtesy and were paying the price – stalling their bikes on tricky uphill, having to push clear and getting stuck in mudholes that they would have breezed over normally. Luckily there was a camera on hand to record their embarrassment for posterity!!

The five o'clock boat sailed at the appointed hour (the strike was postponed) and docked four hours later at Heysham. The ramp on the deck where the bikes were parked jammed and as the jolly tars beat at it with belaying pins the minutes ticked past. It was almost an hour after docking that we left the Ferry Terminal car park!

Gerry Dawson at the the Queenscliffe is keen to accommodate organised groups wanting to explore the Island. He can supply copies of the Isle of Man Highways Board excellent map of the rights of way, with notes on suggested routes and points to watch. The local ACU Clubs have done a tremendous amount of work opening-up these rights of way and they are very keen that good relations be maintained with local landowners. With that in mind it may be a good idea to avoid lambing time, which is early in the Island, and the height of the non-motorcycle tourist season. Our trip in September was just right – no hordes of tourists, but days long and warm enough except when that mist rolled in.

Contact Gerry at the Queenscliffe Hotel, 2, Palace View Terrace, Douglas, tel: (0624) 75831. Booking information for the ferry can be obtained from the Isle of Man Steam Packet Company, tel: Douglas (0624) 23344.

Group members were:

Steve Costelo  
Adam Purser  
Hugh Mason  
Dave Edgar  
Richard Shaw

Brian Smith  
Rod Butterworth  
Jeff Sadler  
Ken Canham  
Phil Chipchase

Geoff Manners  
Dennis Wardle  
Denny Chapple  
Chris Wright  
Alan Kind

*Alan Kind, Tyne & Wear*



Alan Kind (left)

## GROUP NEWS

### CAMBRIDGE GROUP

A piece of sad news from Cambridgeshire is that two long standing founder members of the Cambs TRF have moved on to fresh pastures. They are Hugh Mason and Adam Purser. Hugh has moved down to Cheltenham and Adam has gone back to his native Yorkshire. Both put considerable effort into the smooth running of the Cambs Group, that and their comradeship will be greatly missed by us all and we wish them both well in their new homes and careers.

Although many people know that I took over from Hugh as Group Rep few will know that David Edgar has taken over from Adam as Rights of Way Officer and Chairman. David's address is 20 Ramsden Square, Cambridge, CB4 3RR Tel: 0223 68978.

*Richard Shaw, Group Rep*

### MILITANT TRF

Further to my article in an earlier Bulletin, from discussion it seems there is support for some of my suggestions, especially publicising the Sports Council publication "Providing for Motorsport".

Many members would like to do more to help save green lanes, but do not know how to go about it. Local Rights of Way Officers should make suggestions.

In every club and organisation there is a small nucleus who do the shouting. In these members are too few, there is a danger that outsiders view them as cranks (I'm trying to be tactful). However, if more individuals make an effort to write even one relevant letter per year to their local paper, MP or whoever, then the TRF will gain in prominence and credibility. 1500 letters per year cannot be ignored!

*Brian Wright, South London Group*

Hello my old mate, I'm writing to say  
We will go out on our bikes again some day  
Some trail riding I would really enjoy  
Because at heart I am still just a boy  
Its grand to ride the trails on a bike  
Going to places I once use to hike  
Get covered in mud and stuck in a bog  
And fall on your arse trying to ride over that bog  
We will have lunch down at the pub  
And perhaps too a brew at the old Mill  
We can ride "Pockley Moor" I'm sure its there still  
Well me old mates the bike is all fettle  
It's going "phut phut"  
But I can't ride it just yet  
Cos I've busted me foot!

*Cybil Thorpe, Redcar, Cleveland*



## PROPAGANDA

On the subject of wear and damage to byways, how does this sound?

Is a well worn path a "scar" or is it a linear bond between like-minded people who love the exercise, the views, the flora, the company and the release gained in such places?

How many of us have been reassured that we, in fact, on the correct route in thick mist when we have found "the path"?

I have and I'm grateful to the more adventurous who first helped to make these paths.

Imagine, if you can, using the above as a reply to a question in course "Why do you ride a motorcycle on green lanes?" The questioner expects the reply "It's a challenge" and is ready with his answer!

A reply as above will confound him and impress the court!

Of course, only you will have the knowledge that the author is not one Brian Wright but the ramblings of a rambler! Well, the RA use quotes from the motorcycle press, we can learn from them.

*Brian Wright, South London Group Rep.*

## ARE YOU REALLY A MEMBER OF THE TRF?

(not to be taken too seriously)

How many of the following can you answer "yes":—

1. Do you love green lanes as much as motorcycling?
2. Do you keep to the TRF Code of Conduct?
3. Are you a member of a local Group?
4. Do you report blocked, ploughed out and overgrown lanes?
5. Whenever possible do you try to speak to other lane users?
6. Do you ride lanes on a non-competition motorcycle?
7. Are your tyres 100% road legal?
8. Is your machine fitted with a standard exhaust system?
9. Is it a four stroke?
10. Do you always ride your machine to Group runs?

Your score:—

- 9 or 10 – Creep, boring old fart
- 7 or 8 – Group Officer material
- 5 or 6 – Your not trying
- 3 or 4 – Ever considered enduros?
- 1 or 2 – Perhaps motocross?
- 0 – Yob! Treat yourself to a decade's subscription of "BIKE" magazine

*Nicholas Crocker (score 9)*

## THREE THUMPERS TRAIL FROM TROUTBECK

I am a member of the Royal Enfield Owners Club and every year we have a rally in the Lake District. In the last few years I have been to most corners of the area, taken my 750 Interceptor Combination over all the metalled passes, visited the

Lakes Motorcycle Museum, done some fishing and climbed some of the peaks. Now my AJS trail bike is back in service I fancied some trail riding in the Lake District, having never experienced trail riding outside East Anglia before. It would be great to explore trails where I could see more than just hedgerows and mud. I managed to talk my friend Geoff into not riding his Enfield Clipper to the rally, but to take his 1950 Matchless 350 trials model, a rigid, on his trailer, so he could take my AJS as well.

Using Geoff's 20 year old Riley 1.5 as tow vehicle, we eventually arrived at the Rally late Friday evening, to find the beer had run out!! Never mind, it was nice to meet friends from all over the country and Europe as well.

Saturday as a typical wet, miserable Lakeland morning. Off to the marquee for the traditional porridge breakfast. I had got word to Julian a fellow R.E.O.C. member from Nottingham who was to join us trail riding on his BSA 441 Victor. He pushed it into the marquee wheezing badly.

"Wont it start?" I enquired

"Haven't tried yet" he said

"Why are you wheezing then"

"Oh that's just my heart condition"

I have known Julian for some time but wasn't aware he had a heart condition. Would he be alright for trail riding? He assured me he would be OK.

We humped the BSA onto a straw bale and Julian set about changing the rear sprocket for a nice big'un to lower the gearing. This task created much amusement amongst the rally goers as Julian proceeded to lose all the nuts and bolts in the straw. Geoff and I had another bowl of porridge and were accused of hiding the Beezer's wheel nuts as an excuse not to go trail riding. Eventually the bike was ready, we couldn't back out now, and we had come a long way after all.

We reluctantly left the consiness of the marquee and set off towards Troutbeck in the drizzle. Our first trail was Garburn Pass, we climbed up through the trees picking a path over the loose rocks. For us Southerners it was magic, a gradient to climb, rocks moving about under our wheels, it was so different from anything we had ridden before. We arrived at the first gate all smiles and jubilant, none of us had footed yet, let's see who can get to the next gate without a dab, we all did. This was more like it, the sort of trail riding I had always dreamed of; who cares about the rain.

The trees behind, the moor opened out before us and on our left we could see the river Trout in the vally way below us. The going became more demanding as the rocks got larger, but we all made it to the summit. So there we were standing in the mist and rain congratulating ourselves on what good riders we must be to coax this obsolete British iron up to such an unaccessible place . . . we hadn't tried going downhill yet! The going is a lot steeper and rockier on the Kentmere side of Garburn, but I found going downhill a whole different kettle of fish. Geoff did quite well on his Matchless being a rigid it is a bit short in the ground clearance department, which seemed to be an advantage as he slithered down on the hefty bash plate. My 350 AJS has 8" ground clearance, nothing hard is likely to hit the engine round our way so I didn't fit a bash plate. So going down Garburn I had to manhandle it a bit where big rocks looked like they wanted to get to know my flywheels a bit better.



When the going got a little easier we stopped for a well earned rest, the rain had stopped by now. We proceeded down to Kentmere and stopped to consult the map. A man came out of a farm and asked what we were looking for, I said we wanted to ride over Stile End, he obliged with directions. So off we went over Stile End, and once more the going got tougher on the downhill side.

We then set off north up Gatesgarth Pass with the hope of reaching Haweswater, or at least a view of it. After a pleasant easy track alongside the river Sprint with Buckbarrow and Goat Scar looming ahead, the track steepened and became more challenging. At a couple of sharp turns the track changed from loose stones to a steep obviously man made road. We struggled to the gate but a little further on the track seemed to come to an abrupt halt, with a vague trail going off to the left through a dry stone wall, the gap in which had been fenced off. I continued on foot to see if I could glimpse Haweswater over the rise, but as is often the case in the fells, after a rise is another and another, each one luring you on in the hope that there may be magnificent view. No chance, but what I did see what a nice waterfall at what was probably the entrance to an old mine, some rusty trucks and the remains of an enormous engine.

As I descended I saw Julian and Geoff talking to another motorcyclist, but just as I reached them he set off on his MZ. He had apparently come over the top from Haweswater. I wish I had been in time to speak to him to see if he was a TRF member.

As it didn't look like we could get any further on our heavy machines we set off down the way we had come. Julian was tiring a bit now so he set off down Long Sleddale back to the rally site. Geoff and I struck off west to ride Stile End again the opposite way, helping each other to manhandle the bikes at one point on the climb up. On reaching Kentmere we decided to allow time for a bit of socialising back at the rally; we would give Garburn a miss, and took some pleasant back roads back to base camp.

On Sunday we wanted a nice easy ride where we wouldn't get delayed as we had a long drive home in the afternoon. We decided on The Old Coach Road, from Dockray near Ullswater over towards Keswick. This time we were accompanied by Rupert on his GS400 Suzuki twin, who couldn't resist the temptation when he saw our dirty bikes come back on Saturday.

The weather was encouraging this time as we splashed through huge puddles on the trail left from yesterday's rain. The going was easy, and after crossing the bridge over a small river we came to a bog. This was as new to us as the rocks. Julian handed his BSA over to Rupert and said he would spectate, and if we ever got over the bog he would wait there for our return. Geoff tried to pick a path round the bog through the tufts of grass, but was soon up to his wheel nuts in the mire. We helped him get the Matchless to the other side, then Rupert had a go with the Victor. He opted for the bold straight through the middle approach and almost made it. The deepest part was right near the other side which meant a steep climb out. The back wheel was sinking so Geoff grabbed the front and they soon hauled it out. I gave the route round the bog a closer inspection but the back wheel sank just before I reached firmer ground.

The ride was easy from them on with a super view of the Keswick side. We sat in the sun for a short while then made our way back the way we had come. On the climb up I saw a party of horseriders going the same way as us so we stopped to

let them set ahead a bit. We proceeded after a few minutes when the horses pulled off the track on a flat section. Here we could pass them quietly and they gave us a friendly wave. Soon we were back at the bog, but as we knew the deepest part came first we all took the through the middle route. This time we all got through without assistance. We picked up Julian and set off back to pack up our tents and load up for the journey home.

The dirty bikes aroused a lot of interest back at the rally site, they could tell we had been having fun. I think we'll be seeing Pete Stefanski's Yamataco next time and maybe even one or two Royal Enfield trials Bullets.

The Cumbria Group will be pleased to know that all three bikes were shod with trials tyres which seemed perfectly adequate for that sort of terrain.

Although we didn't cover many trail miles, it has wet our appetites and we'll be back for more.

*Phil Sampford, Cambridge*

## BOOK REVIEW - ROSEMARY SWINDELLS

### **The Penguin Book of the Motorcycle - A Guide to Maintenance and Problem Solving**

*Authors:* Geoff Francis and Paul Frost

*Publisher:* Penguin

*ISBN:* 0-14-046589-8

I confess I usually associate Penguin Book with children's books. Where this title is concerned this is most certainly not the case. The book is as title says, a guide to maintenance and problem solving. It is not a substitute for a workshop manual or owners handbook, but is complementary to these. Where a manual tells you how to fix something, this can tell you what the problem might be. After all, you can't fix something if you don't know where to look for the fault!!

The first section is very basic and aimed at beginners set out to tell you the basic differences between engines - two stroke, four stroke; single cylinder, multi-cylinder. A second section echoes most of what you can read in the owners handbook, all too often missing from secondhand machines, covering basic maintenance and servicing.

Following these comes the main information part of the book, the problem solving, covering engine problems, engine failure problems engine performance problems and electrical problems. The text is set out such that the book asks you the basic symptoms, i.e. "The engine wont start", "The engine misfires under acceleration", "The engine misfires and is spitting back", etc. It then offers some simple explanations as to the nature of the problem and then gives a series of further page numbers where you will find in-depth information about the fault and how to go about rectifying any problem. And is the information correct? Well I used the text to find out what was wrong with my KE175 trail bike and it came up with the right answer!

The authors have gone to great lengths to set this book at just the right level to be of use to the experienced mechanic, who maybe just has a mental block about a



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problem, but has useful basic information of help to the raw learner who could be stuck purely for some simple fault.

The final sections cover tip and tricks on such subjects as jump starting, how to prevent nuts and bolts corroding, how to keep your visor/goggles de-misted even. Plus a chapter covering a glossary of motorcycling terms. Experienced motorcyclists/mechanics often forget that beginners often not genned up on the terminology.

A list of useful addresses for the motorcyclist completes this 300 page paperback. Packed with useful information and diagrams it is a must for the practical mechanic or the person who just wants to know the theory of engines and their potential problems. A bargain at £5.95.

### Evidence in Support of Byway Claims or to Satisfy a Court upon Charges Brought Under Section 36 RTA72 for Riding a M/cycle on a Footpath or Bridleway

**1. PRE 1935 MAPS.** Admissible per Section 32 Highways Act 1980 and Common Law (ie Sorensen case). Start with 1st edn OS maps c1805 to 1876 from Messrs David & Charles, Newton Abbot, Devon price £2.95. Obtain other pre 1836 maps from County Archives such as Greenwood, Tuke, Cary and in Wales Evans. Post 1750.

If pre 1835 these are prima facie carriageways per Common law and S36HA80.

**2. ENCLOSURE AWARDS.** Seen at County Archives. If Awarded Public Carriage Road then prima facie Carriageways by Act of Parliament. An Act followed by an Award.

Ask for Plan and Award book. 'Private Carriage Road' Awards often now 'public' and 'Private' may mean private carriage (ie private car). Term private often means maintenance only which can be Ratione Tenurae UCR's. Some reluctance to admit proper value.

See Byways & Bridleways Trust Journal.

CRO's have lists of Awards.

**3. TITHES.** Per Tithe Commutation Act 1836.

CRO's usually have lists.

From Country Archives (CRO) or Diocesan Archives at Cathedral City ie Lichfield, York.

Better than pre 1835 Maps.

Admissible per S32HA80, & Common law. Public highways are shown coloured 'brown' and often 'Road to and from' and not tithed obviously, ie no number for appointment rolls. See Plan. Road names change over the centuries like items 1 and 2

**4. USER EVIDENCE.** Admissible per Section 31 Highways Act 1980 for 20 years plus by statute. Lesser period ie 5 year by common law with difficulty. Should be at least once per year. Get veteran riders on affidavit.

**5. FINANCE ACT 1910 EVIDENCE.** Section 30 sub Section 2.

Apply District Valuer local Inland Revenue Officer and request inspection for fee of 2/6p (13p) of Heraditaments, Field Books and Domesday Books.

Look for landowner entry re 'Cart, Carriageway, Road etc' on Field Books.



Obtain copies. First class evidence but many records now at PRO in Kew and some Valuers uncooperative. Like 1, 2 & 3 the RA try to dismiss as worthless evidence.

**6. RAILWAY PLANS.** Deposited railway maps when line first built show old roads.

**7. HIGHWAY MAINTENANCE RECORDS.** See Local Govt Act 1929 'handover maps' from local TO County Councils of highways which are UCR's. Highways Act of 1862 set up Highways Boards until abolished when taken over by County Councils from 1890. Look for records of maintenance, lists, maps etc. First class evidence!  
See CRO.

**8. HIGHWAY CLOSURES.** List of Quarter Sessions closures usually kept at CRO's 19th century.  
Later closures by highways dept. Best assume NOT closed.  
TRO's same. County Hall should have lists.

WHEN EVIDENCE IS KNOWN (on a RUPP/BR/FP) SUBMIT TO COUNTY HALL AND ASK THEM TO MAKE A BYWAY PER SECTION 53 WCA81 WHICH IS **THEIR** DUTY (it is not **OUR** duty in law to make Byways). SUBSCRIBE TO THE BYWAYS & BRIDLEWAYS TRUST AND KEEP UP TO DATE WITH LEGAL EVENTS.

MY JOB IS TO HELP AND ADVISE. FOR DEFINITION OF FOOTPATH, BRIDLEWAY, RUPP SEE Sect 56WCA81.

**PAPERS AVAILABLE:** DoE Statement re status of County Roads 1983; BRIEF GUIDE;  
How to handle a public Inquiry; Legal precedents and Submissions on the law; OPINIONS;  
How to handle a Private Prosecution S137HA80; Law Reports various; Counsels Opinions;  
TRF advisory Byways policy 1986 AGM approved; How to set up a Trail Park;  
Video films etc from me.

*Brian Thompson, Revised 1st March 1987*

## LOCAL RIDING

Though the Wyvern Train Riders enjoy runs in Wales, Yorkshire and the Lakes we have recently begun to sort out routes in Derbyshire and actually made one excursion to the North York Moors. Very frequently we are out in the area just to the west of our base in the Black Country.

The triangle between Wolverhampton, Bridgnorth and Bewdley provides an interesting morning or afternoon run in anyone's book. It's taken a few years, but I think that by now we've sorted out just about every R.U.P.P., Country Road, and plain old track shown on the first issue Ordnance Survey that there is.

A typical trip starts out from the Wombourne roundabout on the A449; the first lane begins a few hundred yards away with a firmly based green lane quickly turning into a narrow path churned up by horses. A couple more easy tracks lead us over the Tinkers Castle on the other side of Seisdon. There are two or three

miles of interesting in-and-out and up-and-down riding here. The first bit of real trail riding I ever did was here. It's a narrow path through trees and you really have to keep your eyes open for stumps.

From here we take a few challenge-free green lanes to the other side of Claverley. Now there is a nice little triangular route which starts on someone's front lawn. They don't seem to mind our passage, though. In the summer it can get so deep in nettles (the lane, not the lawn) that you have to ride blind; you can't see the ground or the route ahead! Not far from here there is another candidate for overgrowth of the year, but this includes hidden bits of old elm as well. That's why I wear boots rather than wellies.

We're not far from Quatt now, and around here and Mose there are several tracks, some muddy, one with a hundred yard section of stream. Last time we passed by we met a man who remembered trials there in the 30's so sometime we must get a statement from him.

Off the Bridgnorth road just south of Quatt there is long, hard-surfaced piece of old coach road, not even marked on the 50,000 scale map. This and another route parallel to the tarmac road between Birdsgreen and Romsley gives an almost three miles nonstop of easy riding.

We loop back on a couple of short trails into Alverley and onto a rather more challenging section. Down a narrow path over a few rock steps and into a deep, rocky, debris-filled stream which never fails to catch one or two out. There are those in the club who question my bravery for not routinely tackling this bit in the opposite direction. Another half mile sees us back to the main road having ridden gently over a section someone is trying to convert into a lawn despite it's clear R.U.P.P. status; and he does get upset about our passage!

Heading east out of the Severn valley we branch right through the Fillets; a long muddy series of sections, down gully-like, tree filled and almost lost lanes, across ploughed fields and up to the Sheepwalks. This is one of the best bits in the area.

Not far to go now. Across towards Kinver to join Sandy Lane. The Enville Estate tried to cheat us here by putting "No Vehicular Rights" notices on this County Road but it hasn't done them much good. The last of the run is through the Million forest. A wide path through trees, past a farm, over a minor road and a canal, then half a mile further ending at Prescott Hospital on the Wolverhampton/Kidderminster main road, the A449 again.

An easy morning's ride; plenty more to the North, West and South to last the rest of the day if necessary. It all goes to prove that, though it's very nice to head off into the hills, there are alternatives for those days where presence at home is required in the afternoon.

*Steve Pighills, Dudley*



## ADVERTISEMENTS (Members only — £1.00 for four lines)

### ACCOMMODATION

**WELSH TRADITIONAL FARMHOUSE.** Under cover parking for bikes, room for cars and trailers. Large Lounge, 6 Beds., colour TV, home produced food. Cost BB £8. Groups £9 per person — Dick and Jean Sutton, Pen Rochell Farm, Llanfihangel, Rhydithon, Dolau, near Landrindod Wells. Tel: Pen y Bont 200. Guide available for special arrangement.

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### FOR SALE

**T-SHIRTS.** White with green TRF design on the front. £4.50 inc. p&p. Your local TRF Group name printed on the back—extra 50p. Cheques made payable to 'Printess', 5 The Woodlands, Corton, Lowestoft, Suffolk NR32 5BZ. Tel: 0502 730899. Order NOW!

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**THE BULLETIN BINDERS** (plastic) will hold 12 copies £4 inc. p&p. The 'Blue Book' Rights of Way: A Guide to Law and Practice £4. Cheques payable to 'TRF' Contact: John Higgin, TRF Secretary (address on page 3).

**PAIR OF XL185S HONDA WHEELS.** Good condition, complete with bearings, half-worn knobbles, Dunlop security bolts. Ready to use. Offers? Tel: 0580 200302.

**COPY DATE FOR BULLETIN 121**

**25th June 1987**

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## LOCAL GROUP MEETINGS

2nd Mondays  
White Hart, Brislington Hill  
Brislington, Bristol.

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

2nd and 4th Mondays — The Robin Hood  
Buxton Road, High Lane, Hazel Grove  
Stockport

Golden Lion, Market Place, Kendal  
2nd Tuesday, Feb, April, June, etc.

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

2nd Friday each month — Rising Sun  
Woodland, Nr. Ashburton, Just off A38  
(Grid ref. 789698)

Telephone for details

2nd Wednesday — Three Horseshoes  
Hemington, Leicestershire

2nd Wednesday  
Kettingley Social Centre  
Knottingley

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

Bath Pool Inn, Bathpool  
Taunton  
Last Thursday 8.00 p.m.



**GLOUCESTERSHIRE**

Clive Baxter  
29 Linnet Close, Gloucester GL4 9XA  
Tel: 0452 507424

1st Monday  
Raglan Arms  
Conduit Street, Gloucester

**HERTFORDSHIRE**

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

1st Wednesday  
Red Lion Hotel  
Radlett, Herts.

**LANCASHIRE**

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

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

**LODDON VALE**

Don Lewis, Ladybower, Dogmersfield  
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Tel: 0252 616359

2nd Thursday – The Lamb  
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**NORFOLK & SUFFOLK**

Dave Rose, 15 Shire Green, Fen Lane  
Kings Lynn. Tel: 0553 765661

1st Wednesday – The Blue Lion  
North Pickenham

**NORTH MIDLANDS**

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

1st Tuesday – The Jester  
Macclesfield Road, Leek, Staffs

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Woodside Villas, Hexham, Northumberland  
Tel: Hexham 602553

3rd Tuesday  
Ryton Rugby Club, Ryton

**NORTH WALES**

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

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**NORTH YORKSHIRE**

T. Thornell, 38 Woodlands Grove  
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Paul Kingston, 52 St. Michael's Close  
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Tel: 0952 53812

2nd and last Wednesday of month  
(except December)  
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Gravesend, Kent DA11 8SV  
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Brian Wright, 2 Orchard Road  
Sutton, Surrey SM1 2QA  
Tel: 01-661 2296

Epsom and Ewell Football Club  
West Street, Ewell, Surrey  
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Contact John (every other month –  
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