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

#### WEST WILTSHIRE

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

#### WYVERN

Gwyn James, 18 The Spinney  
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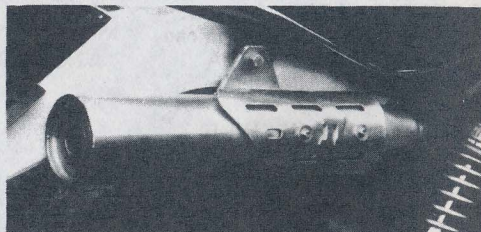
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XT 500

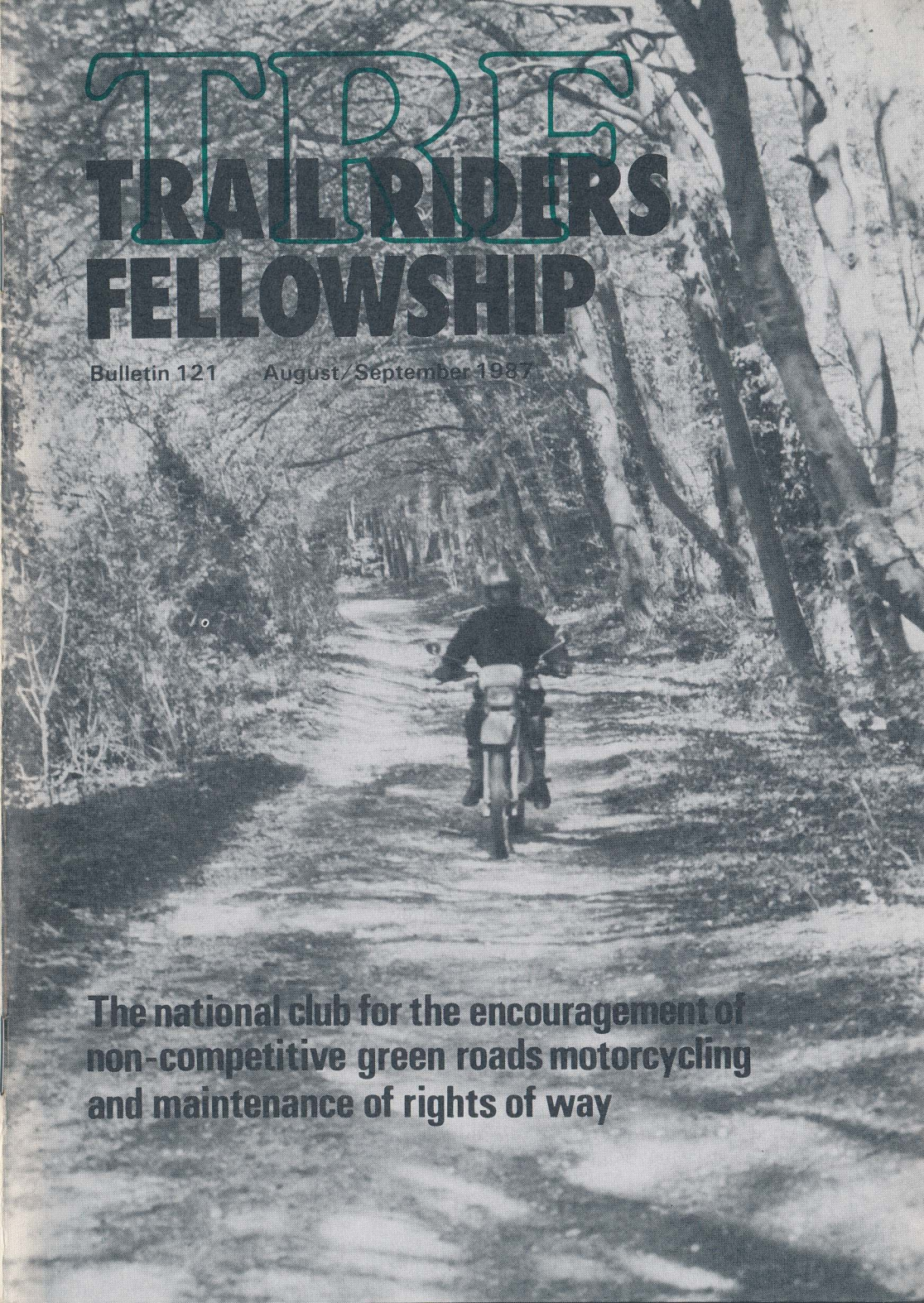
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# TREE TRAIL RIDERS FELLOWSHIP

Bulletin 121 August/September 1987



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

## TRAIL RIDERS FELLOWSHIP

Bulletin No. 121  
August/September 1987

### FUTURE EVENTS

#### AUGUST

23rd West Anglia Group Run from Clapton. Contact: Kevin 0604 862549.

#### SEPTEMBER

19th Executive Committee Meeting, King George V Memorial Hall, Hockley Heath. 1.00 p.m.

19th/20th Welsh 2 day trail ride - contact Charles King  
20th West Anglia Group Run. Venue to be decided. Contact: Kevin 0604 862549.

#### OCTOBER

2nd-4th Isle of Man weekend - Leaving from Heysham Friday tea-time, docking again Sunday Evening. Approx cost £45 ferry (bike and one rider) plus £10 per night hotel. Limited to 15 places, first come, first in! Tel. Alan Kind on 091 2364082.

6th-12th BIKE SHOW - NEC, Birmingham. Volunteers will be needed to man a TRF Stand (John Higgin) and maybe a LARA Stand (Alan Kind).

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

18th TRF AGM, National Motorcycle Museum, Birmingham.

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: *Pete Marston on an MTX200 near Winchester.*  
by Rosie Swindells

#### 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.

*Editor*  
Rosemary Swindells  
4 Surrey Road  
Woolston  
Southampton SO2 9ED

*National Secretary*  
John Higgin  
197 Britten Road  
Brighton Hill  
Basingstoke

*Membership Secretary*  
Tony Rose  
29 Anderson Drive  
Kettering  
Northants NN15 5DG  
Tel: (0536) 522274

### EDITOR'S RAMBLINGS

Do we do enough for our "non-competitive" trail riders? Yes, I know we are a non-competitive Fellowship, but that element of competition seems to creep in to some group's rides. Over and over again I hear people say "I won't ride with the TRF they're too fast, don't wait, don't tolerate beginners." Yes, I know, I've been there too.

I stopped riding on organised runs because it seem more important to cover the miles rather than enjoy the countryside. I'm not saying that the runs comprised "motorcycles 'roaring' across the countryside", but that even the 25 mph limit can be too much for the beginner or countryside ambler.

I like to stop, look at the scenery, take some snaps, drink in the countryside and generally treat my trial riding as motorised rambling. I don't have to ride more than to my chosen limits, nor do I feel inadequate if I'm last to the end of the lane.

In 1981 a friend was scorned at on his first run and was told he shouldn't be on the run if he couldn't keep up. Hardly a way to encourage membership, or indeed a responsible attitude to the countryside.

My answer to this sort of crowd was to become a run Leader myself. That way I set the pace. I never had any complaints, indeed, folk joined my runs who, like me felt too inadequate for the "proper TRF runs".

Just remember, we were all beginners once, and give folk a chance to enjoy their first few runs, and see more than the rut in front of their front wheel. And also remember that there are many established members, who, for their own reasons do not enjoy the faster TRF runs. If you possibly can, cater for both types of rider by having beginners and experienced runs - I prefer to say that, rather than fast and slow.

Finally, to the groups who do cater for all, thanks, your consideration is appreciated by your group members I am sure.

## LETTERS

Please accept our apologies for the delay in acknowledging the unexpected but extremely generous cheque for £100 which you and your TRF friends sent to us. It is difficult to find words to express our thanks and gratitude to you all.

We have been moving house, and what with things being packed away and trying to organise this year's John Ebbrell Memorial Run, it has been difficult to write and thank you properly. We felt a short thank you note was somehow not enough after such a generous and touching gesture.

We feel that we do not deserve this as so many other people do much more for the TRF, but after much thought and discussion we humbly accept it.

It is good to know that so many people have enjoyed the J.E.M. Run so much that they felt they wanted to show their appreciation in this way - even some of the leaders, we noticed. It does make it seem all worthwhile.

It only remains for us to thank you all very much indeed for this every generous token of appreciation.

Ken and Angie Canham, Hexham, Northumberland

## AND MORE THANKS...

Letter from the Wessex Branch of the Endurance Horse and Pony Society to John Higgin.

I would like, on behalf of our branch of the above Society, to express our most heartfelt thanks to the two members of your society who helped us with the running of our Long Distance Ride.

Gwynn Thomas and John Bather not only helped with the marking of the course of Saturday; they then spent the entire day Sunday checking the markers, assisting "damsels in distress"! and removing the markers at the end of the day.

Each year they have volunteered to do more and more, and frankly I don't know how we'd manage without them.

With many thanks from one band of nutcases to another!!

L. D. Collins

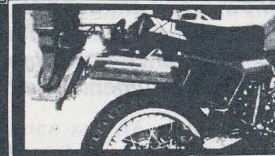
Reference the report on Wyvern Train Riders in the last TRF magazine, I can assure anxious members (and the Ramblers Association mole) that, despite the presence of the Severn Valley Railway in our area, we have no intention of introducing steam engines onto green lanes.

Steve Pighills, Sedgley, Dudley

Thanks for the explanation, it should stop the RA getting on completely the wrong track and getting all steamed up over nothing - Rosie

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### YAMAHA Model

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* XT 500/C	£56.50

### YAMAHA

* XT 550	£75.00
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### KAWASAKI

* KLR 600 A1, B1	£75.00
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### KAWASAKI Model

* KL 250 C2	£56.50
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DT 125 LC - DT 175 MX

KAWASAKI

AE 50 / 80

KE 125 / 175

SUZUKI

TS 50 / 100 / 125

185 ER / X

TS 250 / X

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SUZUKI

PE 175 / 250 / 400

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HUSKY

125 / 250 / 430

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*I have just returned from an excellent day's trail riding in the Cheviots – even the weather was good!*

*After lunch we started along an ancient drover's road which was originally used to take cattle from Scotland to the English cities. Halfway across we came upon parallel foot deep ruts instead of the grassy hollow-way I am used to. Just over the border we came across the culprits – four short wheelbase Land Rovers and a Ranger Rover. I know they have every right to use this once green lane, but the damage they have caused pales to insignificance the argument whether to use trials or knobbly tyres.*

*They also made a major navigational error as they ploughed up at least half a mile of peat bog along the Pennine Way long distance footpath, before realising their mistake; retracing their route and so inflicting more damage. At least ramblers can throw away "Wainwright's Pennine Way Guide" for this section, they can just follow the ruts.*

*This area is very sensitive as this is part of the Northumbria National Park, and there has been illegal riding in the past. My group has worked hard and now the Parks Authority recognise we have a right to use these lanes.*

*Supposedly the Four Wheel Drive Club and Land Rover Owners Club are our allies – why don't they chip in and give LARA some financial help? It is our future together.*

*May I remind them about the TRF victory in the 1970's over a proposed closure of a coastal green lane near Bulmer in Northumberland. This received national press coverage and the result of the enquiry was to impose a Traffic Restriction Order for all vehicles except motorcycles.*

*I don't want to ride in foot deep ruts – I can ride farm tracks any day of the week. I might even be tempted to ask for a similar TRO if no help is given from our four wheeled friends at future Public Enquiries.*

David Vaughan, Sunderland

PS – Don't Land Rovers go very slowly!

I know, I used to own one! – Rosie

*I was at first upset and then annoyed that one of your contributors to the June/July issue of the Bulletin, in the Yorkshire Dales Story wrote that my late husband – John – was not too hot on rights of way law. The amount of time he spent researching, going to appeals and riding on green roads was tremendous. I would like you to print this fact out to your contributor.*

Mrs. Eileen Ebbrell

May I offer my apologies, on behalf of the contributor for his careless remark. Whilst everyone is entitled to their individual opinions, I should not like to see any member upset by another's remarks, and can only offer sincere apologies that such a remark slipped through the editorial net. – Rosie

*An earlier letter of mine, published in the Bulletin, provoked a childish obscene response sent to me by another TRF member anonymously. Reasoning that a person with such a childish mentality would not necessarily cover his tracks, I used the postmark on the letter to identify the culprit and sent a reply.*

*Quite clearly my reply went to the wrong person, and I would like to apologise most sincerely to the gentleman who received my letter. He sounds like a thoroughly good TRF type and I would hate the Fellowship to lose him because of my mis-directed letter.*

*My experience in TRF rights of way work makes me want to fight back when attacked. In this case, my counter-attack went wrong and I am sorry. The best thing to do with poison pen letters is to ignore them.*

Ian Thompson

*As a new member of the TRF it was with great dismay and disgust that I read Mr. G. Thomas' letter in Bulletin 119.*

*The blanket ban on 2 strokes he suggests sounds as if it was thought up by some Government Minister to win votes at an election.*

*The remarks he made are the sort of biased, ill-informed statements I expect to hear from the various opponents of all forms of motorcycling.*

*To answer Mr. Thomas if a 2 stroke machine is in standard trim it must conform to the government's noise and emission limits and therefore any criticism of such a machine should be directed at the Government's limits not the rider or manufacturer.*

*If a 2 stroke machine has had an aftermarket exhaust fitted and someone feels the noise and air pollution emitted is above statutory limits then he/she is entitled to complain to the police (all trail bikes must carry a numberplate therefore any offending machine can be easily traced). The police would then be obliged to investigate and prosecute if necessary. A much more just and democratic solution I am sure everyone will agree.*

*It is now obligatory for all aftermarket exhausts to comply with government emission limits so the problem of noise and smoke pollution should steadily decrease.*

*To show Mr. Thomas how ridiculous his blanket ban on 2 strokes is I suggest he (and others of the same opinion) find a recent registered Kawasaki KMX125, but you will have to use your eyes because you won't hear it. This 2 stroke machine is without doubt the quietest motorcycle I have ever encountered and emits very little exhaust gas of any colour.*

*I own a Suzuki TS125X which is slightly noisier than the KMX125 however it has produced no complaints from police, public, farmers, etc.*

*Please remember the TRF exists to protect trail riding rights and surely one of those rights is to choose which machine you want to ride.*

L. Grant, Hawick, Scotland

## RECOMMENDATIONS FROM THE DERBY R.O.W. STUDY CONFERENCE

The TRF should encourage and support Highway Authorities where they intend to make Byway claims.

Where we judge the atmosphere to be so hostile that a claim for byway is unlikely to succeed (or that the claim itself would create hostility) it is the recommendation of the Conference that the TRF do not contest the reclassification. But continue to use the way if our research evidence convinces us that vehicular rights exist.

TRF group research must therefore continue unabated to substantiate recommended routes.

The TRF executive would consider support for any member prosecuted for riding on a TRF researched highway.\*

The time saved by not attempting to convert every contested way into a BOAT should be spent elsewhere in creating new allies and strengthening our sphere of influence.

\* This paragraph is intended to reflect that the TRF intends to stand by its members but that support of anyone, anywhere, is unreasonable. Specific circumstances must be interpreted. Members must show sound judgement in where they choose to ride. Maximum anticipated fine if found guilty is in the order of £25. It is not an endorsable offence.

## BACKGROUND TO THE RECOMMENDATIONS AT THE PLENARY SESSION OF THE TRF R.O.W. STUDY CONFERENCE

Many items were mentioned and discussed throughout the Conference but the limitation of available time precluded agreement. Nonetheless, a lot of seeds were planted for more specific discussion elsewhere; i.e. at national meetings or in specific sub-committees on: Noise abatement, preference for 4 strokes, recommended max numbers per group on runs and the use of 'approved' tyres and identifying bibs.

Concern was expressed at the prescriptive nature of these recommendations but they were proposed for urgent discussion within the framework of survival, i.e. what we must do now to ensure as best we could, that we would still be riding an adequate network of green lanes in the year 2000.

The question of our 'image' was expressly directed at all our great speakers throughout the weekend and their replies were both encouraging and helpful.

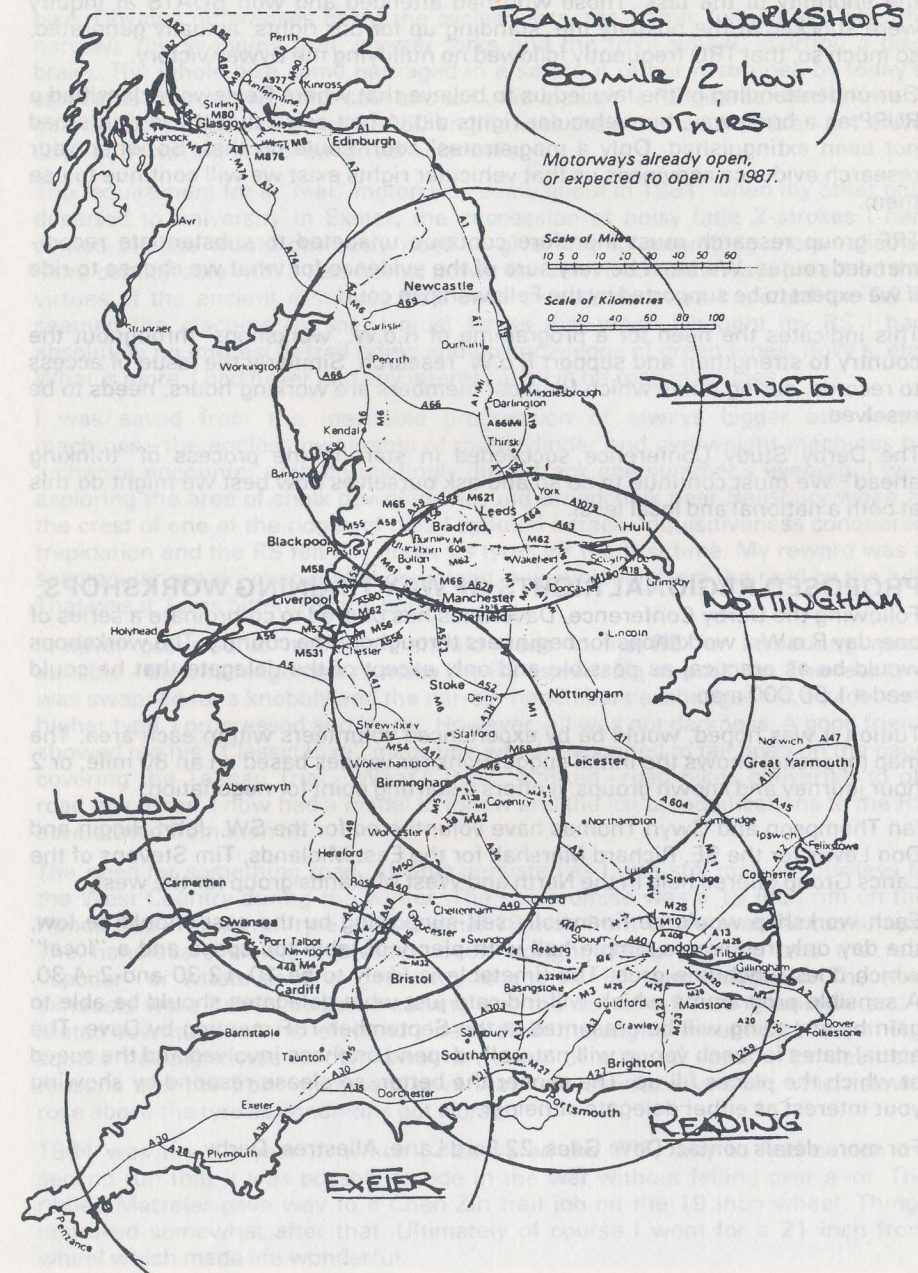
1. Our current 'image' was good and we were differentiated in national circles from the 'cowboy' element.
2. We should consider spreading our sphere of influence wherever possible at a regional and local level. This might prove to be the most cost effective use of our time as a user group.
3. The TRF might seriously consider ways in which it might become more 'exclusive' to distance itself from the 'cowboys'.

## Motorways

## SUGGESTED LOCATIONS FOR REGIONAL ROAD TRAINING WORKSHOPS

(80 mile / 2 hour  
Journies)

Motorways already open,  
or expected to open in 1987.



Conference identified the imminent Review as the most pressing R.o.W. concern. The experience of those who had submitted BOAT claims (Mike Rowley, Peter Halstead and via his documentary submissions Bill Riley) was reviewed against the enormity of the task. Those who had attended and won BOATS at inquiry were shocked at the hostility the 'standing up for our rights' actually generated; so much so, that TRO frequently followed no nullifying the Byway victory.

Our understanding of the law led us to believe that where Reviews reclassified a RUPP as a bridleway, but vehicular rights did in fact exist, that those rights had *not* been extinguished. Only a magistrates' court could do that. So where our research evidence convinces us that vehicular rights exist we will continue to use them.

TRF group research must therefore continue unabated to substantiate recommended routes. We must be very sure of the evidence for what we choose to ride if we expect to be supported by the Fellowship in court.

This indicates the need for a programme of R.o.W. 'workshops' throughout the country to strengthen and support R.o.W. research. Similarly the issue of access to records, during times which for most members are working hours, needs to be resolved.

The Derby Study Conference succeeded in starting the process of 'thinking ahead'. We must continue to do so and ask ourselves how best we might do this at both a national and local level.

### PROPOSED REGIONAL RIGHTS OF WAY TRAINING WORKSHOPS

Following the Derby Conference, Dave Giles has offered to co-ordinate a series of one-day R.o.Wo. workshops for beginners throughout the country. The workshops would be as practical as possible and only except of the delegate that he could read a 1:50,000 map.

Tuition it was hoped, would be by experienced volunteers within each area. The map (opposite) shows the initial suggestions for venues based on an 80 mile, or 2 hour journey and known groups. It offers a starting point for negotiation.

Ian Thompson and Gwyn Thomas have volunteered for the SW, John Higgin and Don Lewis for the SE, Richard Marshall for the East Midlands, Tim Stevens of the Lancs Group offered help in the North and West Midlands group for the west.

Each workshop would be financially self-supporting but the cost should be low; the day only requires a simple hall with plenty of table top space and a "local" which does lunchtime grub. The timetable is likely to be 10-12.30 and 2-4.30. A sensible programme which will indicate just what delegates should be able to gain by attending will be presented at the September TRF meeting by Dave. The actual dates for each venue will naturally depend on those involved and the speed at which the places fill up. The sooner the better, so please respond by showing your interest as either delegate or helper.

For more details contact Dave Giles, 22 Ford Lane, Allestree, Derby.

### OBITUARY TO AN RS250

The RS250 was Honda's answer to requests for a road version of the XL250 trail bike. Obvious differences being the cycles parts, the frame; (which was slightly narrow), the swinging arm, shorter forks and the front wheel, sporting a disc brake. The whole bike came packaged in a smart, if rather restrained by today's standards "euro style" tank-seat and tail unit. Inside the RS gearbox had different gear ratios, but basically the RS250 engine was the same as the XL's - a 4 valve OHC unit with big end chain driver balancers.

The requirement for a "real" motorcycle came about in 1981, when my other half departed to university in Exeter, the succession of noisy little 2-strokes I had owned to date would obviously need to give way to something more reliable, more comfortable with a less frantic power delivery. Dad had always preached the virtues of the ancient 4-strokes he'd once owned, so when I spotted the RS it seemed the machine for me. I must stress that when I bought my RS I had absolutely no interest in trail riding and no knowledge of green lanes, RoW's, etc. What is more, I had never had any interest at all in off road machines.

I was saved from the inevitable progression of always bigger and faster machines - the endless ownership of multicylinder and overweight machines by a chance encounter with an invitingly dusty track one summer's evening. I was exploring the area of chalk downland around Broadchalk near Salisbury when at the crest of one of the ridges of hills I spouted a track. Inquisitiveness conquered trepidation and the RS felt dirt under its tyres for the first time. My reward was a spectacular red sky over golden downland, a view hidden from the road by the hill. That was it, I was bitten by the bug.

It never occurred to me that I should trade in the RS for something more suitable - the challenge was to make the RS as suitable as possible. The rear tyre was swapped for a knobby and the narrow handlebars exchanged for a wider and higher type. I progressed and learnt. However, all was not darkness. A good friend showed me his "Classic Bike" magazine which happened to fall open on the page covering the Talmag Trial. "What's this?" I asked - road bikes converted to off road machines. I now had a model to follow and the list of modifications to the RS accelerated from then on.

The need for something road rideable persisted as I was still making journeys to the West Country during the winter. The compromise was a 19 inch rim on the Honda hub with a trail tyre - the original 18 inch front wheel was far too lumpy. The handlebars slowly evolved into an upright riding position and the rear "spoiler" or whatever it is, gave way to any XL185 rear mudguard. The twin exhausts were halved by some sawing and the use of a 2 into 1 junction and a Motad downtube for the left hand side to clear the engine mounting bracket. The square headlight was thrown away in favour of a round version for aesthetic reasons and the front mudguard gave way to a stainless version which slowly rose above the tyre as conditions got worse.

1984 was the big year in which I discovered the TRF, only to find out on my second run that it was possible to ride in the wet without falling over a lot. The ribbed Metzeler gave way to a Chen Zin trail job on the 19 inch wheel. Things improved somewhat after that. Ultimately of course I went for a 21 inch front wheel which made life wonderful.

Shock absorbers and fork remained standard throughout the bike's life except a couple of months before its demise the FVQ's (Fard Very Quicklies!) gave way to longer Girlings. The disc brake always behaved perfectly even when clogged with mud - with one exception - when riding behind other bikes in the dust the brakes just would not grip. Luckily, most of the Southern Group seem to have rubber mounted lights and numberplates!

I won't pretend the RS was a perfect green road machine, it clearly never could be given its basic design and the fact that road use prevented further green laning modifications.

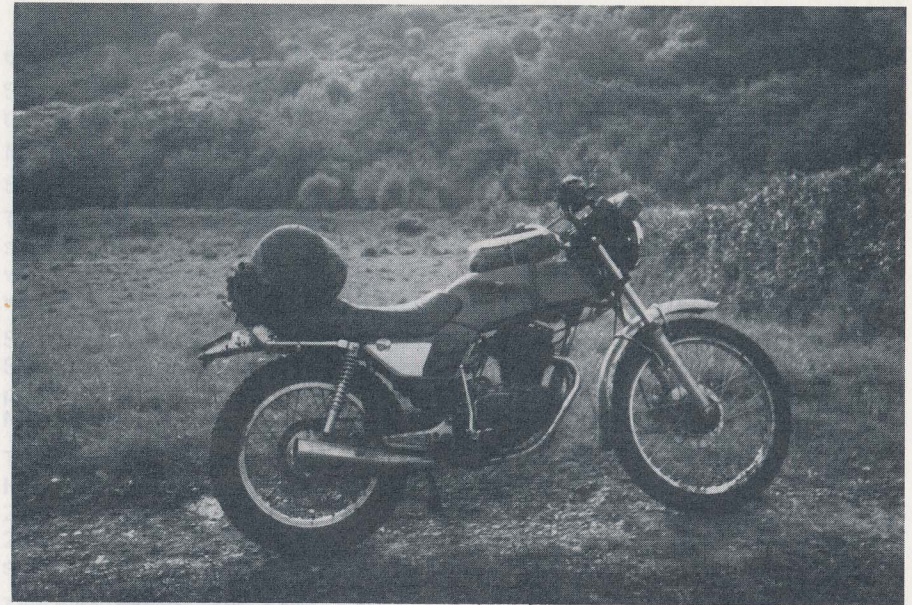
The RS surprising ground clearance for a road bike even with downswept exhausts and lack of bashplate was never a problem (few rocks in Southern England), although I did hit trouble once on Exmoor; luckily it was only the crankcase side cover that needed replacing.

It was a pig to pull out of mud and once in a rut impossible to get out, the swinging arm was too short for a 400 x 18" trail tyre and in tacky mud the rear wheel would jam. The suspension was inadequate on fast bumpy going and the turning circle too wide. The gearbox ratios were perfect for the sort of lanes around Wessex, 2nd or 3rd gear enough to offer responsive, even exciting riding. The 12 volt headlight was adequate for fast "A" roads at night, and sticky Pirellis made up for lack of road tyres. The large petrol tank gave a 140 mile range on the road, and 100 miles on the trail. The dual seat large enough and comfortable enough for a pillion as a trip around the Arbutnot course one September has proved.

After 50,000 miles around Britain and Europe, the top end finally packed up and the engine is now in a cupboard at home awaiting a rebuild. Not once in all that time did the engine give me any trouble - the only maintenance being to the valve clearances, regular 1,000 mile oil changes and numerous new final drive chains. Though someone did once tell me something about the camchain needing adjusting . . .

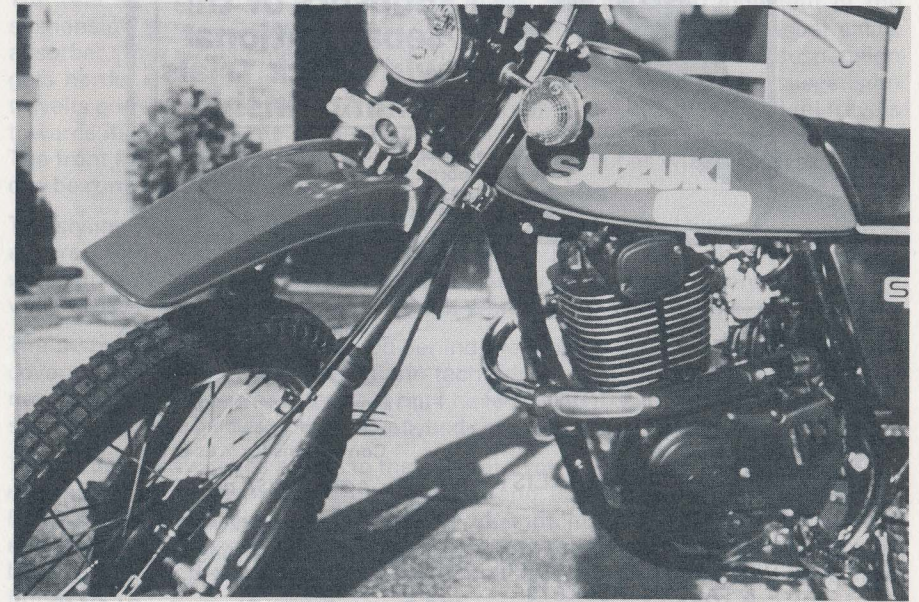
I never had to touch the electrics, other than to remove the indicators. Out of interest though, at the time the top end gave up the alternator disintegrated as well.

I can do nothing but recommend the RS250 to anybody wanting over four years of reliable motorcycling. When I can afford to rebuild the RS I will, but in the meantime I am pressing ahead on the creation of something entirely new, its another 4-stroke 250, but originally by a firm called BSA.



Latest addition to Sammy Millers range of exhaust pipes is the Suzuki SP370 front pipe, which fits straight on and uses the original heat shield.

It comes in polished chrome and really smartens the appearance of the bike. The cost is £25.00 including P&P and VAT.



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## HONDA MTX200RWD

### owners test report by Pete Marston

SALESMAN: Secondhand trail bikes? We've got five 125 learner legal bikes or three 600cc "mans" trail bikes.

ME: Haven't you got anything between 125 and 350?

SALESMAN: Oh of course not!

This conversation was one which I had nearly every time I asked at a bike shop for a secondhand trail bike. Unfortunately nearly all the XL185s etc. I had a look at were all clearly beginning to show their age and I wanted a bike a year or two old, which hopefully would not need constant work to keep up to a good standard.

So after the good luck of riding two learner legal bikes - a Honda MTX125 and a Suzuki TS125X I found that these were both very good trail bikes but lacked real power to cope on the trail when the going got tough. So when I saw a Honda MTX200 for a price I could just afford I bought it.

The Honda MTX200RWD was first introduced into this country in late 1983. The Honda 200 is in fact a water cooled two-stroke of 193cc, the engine is fed by a 26mm Keihin slide carb through reed valves. The engine produces between 20bhp and 25.5bhp depending on which bike magazine you read! though Honda state a figure of 26bhp.

This bike uses Honda's ATAC system. This system involves a chamber fitted to the exhaust system. A speed sensor is worked off the crankshaft which via a lever shuts the extra chamber at 6500rpm leaving the engine to run on just the exhaust itself. The idea of this extra chamber is to try and help low down power without cutting off top end power.

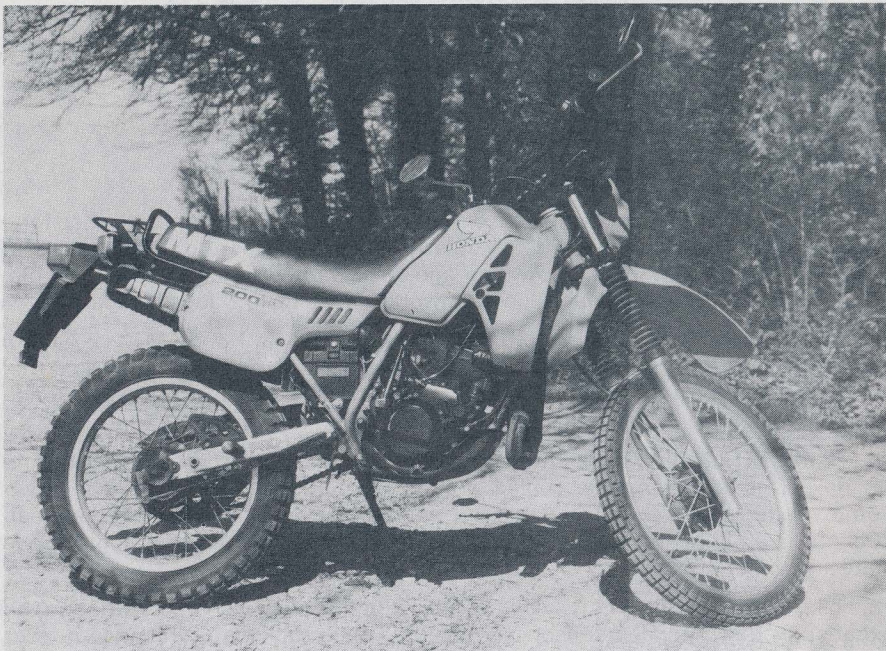
The rear suspension is by Honda's PRO-LINK system, an arrangement of the suspension strut to be compressed by linked levers as well as the usual shock absorber. This arrangement of levers and shock absorber means the suspension gets harder the more it is compressed, i.e. over smaller bumps the suspension travels quite softly, where as landing on the rear wheel etc., as the wheel travels towards its full travel the suspension hardens up but without any sudden jarring. The front forks are Showa units comprising of 35mm tubes with air valves, which can be run with a pressure up to 6psi.

The styling of this bike, in common with most of the later trail bikes from Japan is a pure Moto-cross replica. I find on the 200 it is not too much over done but unfortunately for some reason Honda have only put a 2 gallon tank on the bike which with the fuel consumption (more of which later) is not really big enough.

The instruments are neatly housed behind the small plastic "screen" which also covers the headlight. The speeds and tacho themselves do look a bit flimsy and not up to Honda's current standard but I have had no problem from either and the speedo seems to be as accurate as anybody can ask for.

The handlebar switches are up to the standard you would expect from Honda. The dip/main headlight switch is easy to use and is attached to a very powerful 55/60w headlight giving good amount of light just where you want it. The electrical system itself is of 12 volts which now seems standard on modern trail bikes (thank God the days of awful 6 volt electrics on trail bikes have now finished).





Honda MTX200



The 200 does in fact spend most of its time on the road (travelling 3 miles to and from work each day) and being use off road whenever I have to time (which unfortunately is not all that often at the moment).

Starting the bike is usually a case of 2 or 3 kicks to bring the engine into life. Soon after this the red oil warning light housed between the speedo and tacho will go out (as long as you've got some oil in the tank). Travelling about 100 yards is all that is needed with the choke on, after which it can be switched off and the engine will rev quite freely. The bike is very low geared as standard (flat out in top only 75-80 mph) which makes it ideal for around town, though first is only for a short distance before changing up to 2nd, though it will pull from a stand still in 2nd, without too much problem. The engine has enough power to have the front wheel "going light" if you are not too careful in any of the first 3 gears (which I found out one morning when crossing a road into a stream of traffic when only half awake). The engine has a quite pronounced power step at 5000rpm which continues to about 7500rpm after which the power dies off a bit. The engine will willingly pull through this power band easily though if you ride the bike at 5000rpm the engine is quite rough running. Below 5000rpm the power is not very noticeable but using all the power available from 2000rpm through the gears you find yourself travelling at about 55-60mph very quickly.

The suspension is very good on the road with the rear suspension coping well with all road surfaces that Hampshire County Council makes us travel on. The front forks with 9" of travel are soft but I disagree with the comments made in the bike mags about them being too soft and leading to "hairy moments".

When I first got round to taking the bike out on some green lanes I was interested to see if the 200 was that much better than the 125MTX I had previously ridden. As with the 125 the 200 on the road does not seem to have too much power below 5000rpm but I soon found that the 200 had easily enough power to be able to travel along most of the lanes down here in Hampshire in 3rd gear most of the time, having only to change down to 2nd or 1st when the going got tough.

Having decided to fit a rear T61 before going green laning I found the 200 can easily handle the very muddy sections on the lanes I have been on (especially compared to the 125 which still had standard Honda tyres). If the suspension was good on the road off road it is very difficult to fault it. The front forks and rear suspension coping very well in all conditions. The only problem with the rear suspension is the lack of grease nipples fitted on this model, not even having the ones fitted as standard to the XL250. After taking the bike trail riding the suspension is now starting to squeak (due to the previous owner not taking the suspension out greasing it as the manual says once a year), nipples fitted to ease maintenance, the brakes on the 200RWD are standard drum brake front and rear. These work well enough on the road, though the front needs a lot of pull to make it pull up the bike quickly. Off road the brakes work perfectly well coping with all conditions, the rear is very able to hold the bike going down hill with the front making a good back up if you need it. The lacking of real bite on the front brake was more noticeable after riding the 125MTX which fitted with a front disc brake was very powerful, giving instant stopping, though perhaps a little too sharp off road. The later MTX200RWF is fitted with a disc brake as standard, which would give the 200 that little bit more stopping power.

The 200 has some nice touches to it, such as the folding brake and gear lever so that if you hit something or fall off (what me? – no never!!) they should in theory fold back rather than get broken. They would appear to work as I believe the 200 was trailed by its previous owner and has not come to any harm yet.

The general finish on the bike is very good with the paint work still in good order and none of the plastic (radiator and water level tank covers etc.) show no sign of damage.

My main problem with the bike is top end running. When used for short distances at 6500rpm+ the bike runs perfectly, but when I rode it from Southampton to Birmingham for the AGM the bike would not happily run for any length of time above 6000rpm but would misfire and on two occasions lose all power in top gear. Having read some tests in mags this could be put down to the running temperature of the bike. In *Motorcycle Mechanics* they ran it at high speeds with cardboard covering the radiator to increase the temperature when it would run properly. The only problem with this is if you get caught in a traffic jam when the bike might over-heat. I have noticed that while trail riding the temperature gauge went up a lot more than when using the bike on the road (when it did seem to rev higher more cleanly), but it soon fell back to normal when back on the road between green lanes and in fact never went above half way up the gauge.

The MTX200 I have found to be a very comfortable bike using it off road when I found not noticeable ache or pains after coving 50+ miles and on the road I found my bum only a little numb after 130 miles coming home after the AGM. Though this can be due to the bike's other major problem, fuel consumption. With an average of 51mpg going to and from the AGM this meant stopping for petrol every 76 miles for petrol. I must admit to feeling a bit fed up with seeing so many petrol stations on a 308 miles round trip!

All in all I have found the MTX200 a very good bike for the uses it was brought for, the 2 mile trip to and from work and green laning. Once the rear suspension has it's grease nipples fitted it should be easy to keep the rear suspension well lubricated. It goes and handles very well on and off road, in fact the trip to and from work is now so much fun I can take the Ducati off the road for the winter. I would recommend anybody who is looking for a good mid-range trail bike to take a good look at the Honda MTX200.

### **GOOD START IN MID WALES**

A turn out of 50 TRF members and potential members at an isolated pub in Builth Wells on Wed 17th July got the first TRF group in Mid Wales off to a cracking start. John Morley, 'Bronhallt' Sennybridge, Brecon, Powys (tel: 087 482 8126) is group representative and Brecon area rights of way officer. Jerem Atkinson, 44 Duke St, Kington, Hereford, is Radnor area rights of way officer, and Miss Sally Vickerson, Room 146, West Wales General Hospital, Carmarthen, Dyfed, is Press Officer. Huw Lloyd from Brecon and Barry Strong from Port ??? will organise trail runs.

## **GROUP NEWS**

### **DORSET GROUP**

We are not into full swing as a fully fledged group. Norman Howard as Chairman; Candy Gibson as Secretary; Nicholas Crocker R.o.W. Also on our committee are Bruce Thompson getting deeply involved with R.o.W. research and Barry Smith in what may be the first group position nationally – computer officer. Barry has a main line computer and is currently feeding in all sorts of informaton that we ca get printed out at the touch of a button. We hope to eventually finish up with all Dorset R.o.W. matters on the computer, from Inclosure Award details, review and inquiry results to the suitability of each and every R.o.W. rideable in the county with annual updates of the conditions.

Bruce Thompson and myself have already spent many days researching at County Records Office and come up with some interesting results. Several footpaths that have widths of up to 40 feet on inclosure awards as Public Carriageroads & Highways. We find the staff in the CRO very helpful and it has been decided that we fill have a special run where all the fees collected will be donated to the CRO's collection box for funding further purchases of documents, maps, etc. This fund does not go to County Council purses. Mike Cooke and myself, while researching got sidetracked on one inclosure award and other papers connected to the particular stretch we were interested in that day when we uncovered a court battle over a wall alongside a drove road. The court case lasted over 20 YEARS!! It appears that the land either side of the track had different owners and both wanted the wall on the other man's side. They were both convicted of knocking down the wall on the several occasions and rebuilding it across the track. The final outcome in the high court was that who ever died first would have the wall built on their land! We rode the track the next day – yes, you're right, there is no sign of the wall now.

Apart from the regular runs planned we intend to run some specials which will include some two day ones. Bruce has recently been to France on his road bike and will return there agan with a view to a Trailing in France holiday and possible exchange visit with members of 'Les Motards' – our French equivalent group.

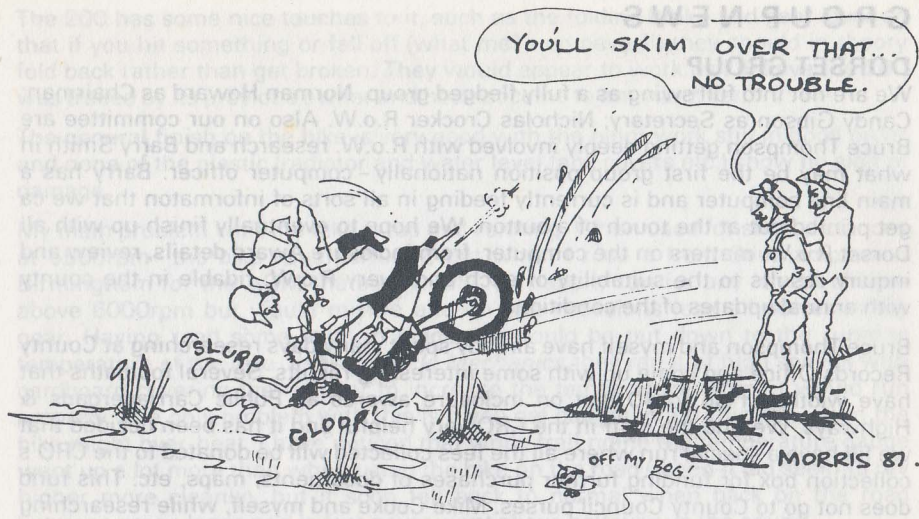
We have given life membership of Dorset Group to Brian Thompson, Ruth Colyer and Bill & Ann Riley. All their help and support in setting up the group and their continued interest and assistance is much appreciated. Candy, Bruce and myself are at present getting a Duke of Edinburgh Award scheme under way for Trail Riding for local youngsters. Candy being a school teacher is in the ideal occupation to promote this.

We will try to get a run write-up for the next bulletin, to give you all an insight into our group and the fun we have.

*Norman S. Howard*

### **DEVON & CORNWALL**

The TRF Devon & Cornwall Group go from strength to strength. With a regular runs programme and first class group newsletter to keep everyone informed, the group has emerged as one of the best in the TRF. Group rep Oliver Cook, Simon Padley and group Secretary Lyn Jacobson came along to the inaugural meeting of the new Dorset group and we had a useful chat. I shall be visiting the group



## "THE MONKEY ON A STICK SYNDROME"

sometime in the future. Runs are held every weekend and they cater for all tastes. On May 24th a trail ride for beginners was held from Exmouth led by Oliver on a rigid 1949 Triumph! Ian Thompson will be giving a talk soon about the TRF Seminar which he attended. If your a trail rider in the south west do get in touch with Lyn on 03637 508.

*Brian Thompson*

## NORTHUMBRIA

Four members of the Northumbria Group recently made the long trek to Oxfordshire for a weekend on the Ridgeway and other downland lanes. Thanks are given to Chris Thomas and Alan Watson for acting as leaders and finding excellent routes in weather so dry that dust was a problem. The northerners were very impressed with the absence of gates to be opened and closed and incredulous at the number of Byway signs to be found. (I note that BGT comments on this - to my knowledge it was Cumbria CoCo who put up the first one about 3 years ago. Any advance on that?)

I hesitate to try to describe the route followed as we simply tucked-in behind and tried to avoid the ruts. Denny Chappell didn't try hard enough at one point and inserted his XR250 into the Ridgeway's barbed wire fence, lacerating his arm from shoulder to wrist. Could have been nasty - might have been his wallet.

I would say that the Downs are well worth a visit. Those from Northern parts will find the lanes more rewarding than they might imagine. We stayed at the Ormond Guest House, Ormond Road, Wantage, tel (02357) 2409 and, at £10 per night B&B it was a bargain in this high-priced Yuppy belt.

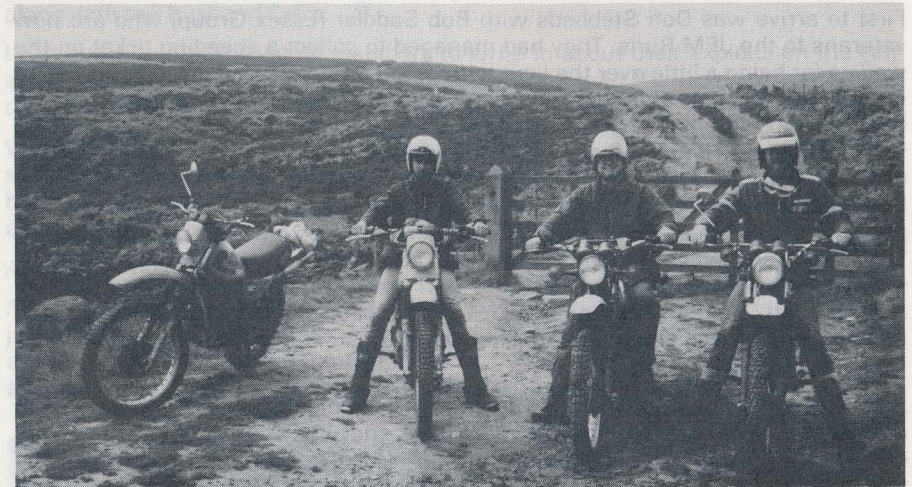
*Alan Kind*

## CHESHIRE GROUP

I hope these pictures will go some way to scotch the rumours and prove that the Cheshire Group are alive and well and (sometimes) even get a run together!

*Simon de Trey White*

Top - Me (DR400 on left), John Johnson (XT500 centre), Brian Austin (XT250 right). Sheffield end of Tootley Moor, Derbyshire.  
Bottom - Pat Smith (DT125), Pilsbury Ford, Derbyshire



## THE JOHN EBBRELL MEMORIAL RUN 1987

The John Ebbrell Memorial Run took the form of a Lakes and Dales Weekend on 9th-10th May. Once again the weather was kind to us and we met new as well as old friends on this run. There was the maximum number of riders on the run and if it had been possible we could have doubled the entry.

Our main base was the Tebay Venture Centre, although a few riders did have alternative accommodation outside the centre.

First to arrive was Don Stebbeds with Bob Saddler (Essex Group) who are now veterans to the JEM Runs. They had managed to collect a speeding ticket on the way up for being a little over the limit with a trailer on tow! (Sorry lads, just had to mention it.) Bob and Don were followed soon after by a new face to the JEMR, Paul Maddox, who had boarded the train at London with his KL250 after dealings with a stubborn, unhelpful station porter who refused to help him load his bike onto the train. Members continued to arrive in a steady stream, unload their bikes, get washed, eat then disappear in another steady stream to the nearest pub. We had anticipated joining them but there was one more group still to arrive. We waited and waited, members started returning from the pub (12.30 a.m.!) when in trooped Briand Wright and his merry men from the London Group. They had set off at 3 in the afternoon in an extremely loaded van (six men, six bikes and luggage) and arrived about 9 hours later at Tebay, smiling but very tired. We were very pleased to see them all.

After a good night's sleep for some and not so good night's sleep for others due to a few farm yard impressions; mostly of pigs snorting and grunting, the riders dispersed into their allocated groups and set off for a good days riding. That was the last we saw of most of them until the groups started coming back from about 6.00 p.m. onwards.

The evening saw Bryn Colman rebuilding his RS250 Special which had managed to rattle to bits during the day. It was, however, the first time out for the bike and once repaired it stood up to the rest of the weekend very well and was a nice quiet machine. Other riders spent Saturday evening checking over their bikes for the next day and getting cleaned up then off to mingle with the natives at the local watering holes, mainly the Cross Keys and Lune Valley Hotel where we were made to feel welcome.

Sunday morning came and once again riders met their leaders at the allocated points and set off on their trails.

Before my friend Alan Kind announces it and displays photographic evidence, I managed to put a hole in the casing of my XL185 for the second time on the JEMR Lakes and Dales weekend!

Bernard Davey had to retire with gearbox trouble and spent the afternoon taking the motor out of his frame, while his friend Geoff Dronkin was still out enjoying himself. Stuart Rusling whose bike frame cracked on Saturday, managed to finish the run by using 2 jubilee clips and 2 allen keys to hold it together!

Apart from one or two bruises, the only near casualty of the weekend was Alan (vegetarian) Kind who nearly had to be resuscitated at breakfast time after a plate of bacon and sausage had been placed in front of him. As no smelling salts were

readily available, a fellow member suggested removing his socks and wafting them in front of Alan's nose. However, a plate of scrambled eggs and tomatoes soon put the colour back into his cheeks.

It was very nice to see one or two of the lads bringing their wives and families up and making a short holiday for them as well. We enjoyed meeting Rob Jones' wife May and John Pugh's wife Olga and their little boy Tom, who stayed at the centre with us. Tom kept us all entertained by wheelie-ing up and down the dining hall in his mobile baby chair, but did not exceed the 25mph voluntary speed limit for public passage way! It was also good to see Dorothy French once again, who was along with her husband Colin.

I will leave it up to individual members to write in about their exploits on the run as we were unable to be with all the groups throughout the weekend to find out the things that happened in their groups during the day.

We would like to thank all the riders who took part in the run for making it a successful and enjoyable weekend. Special gratitude goes to all the leaders and back-up riders whose reliability was, as always, outstanding and very much appreciated in making the run go smoothly and successfully.

A BIG THANK YOU TO YOU ALL

*Ken and Angie Canham*

*PS* For those people who think that a big run like this attracts problems I would just like to say that the riders who attended the John Ebbrell Memorial Runs have always proved to be of the highest standards with regard to the Code of Conduct, and the routes are carefully chosen by riders who know the areas well.



Ken Canham finding the bog in the middle of Dandra Garth – the only time I've seen him stuck on his trusty XL185 (Thank God it wasn't the TT600!) – *David Vaughan*

## YOU'VE READ THE REPORT, NOW READ THE MODS!

Here are a few tips that might be of interest to Honda MTX200 owners, all have been tested for over a year and used by at least two others.

### History

I bought my MTX, number 27 off the line, second-hand from a dealer in London, with 1200 miles on it. After 3 years it was sold with 8000 miles recorded by me on it. Problems during ownership were 1 top hose (damaged by previous owner), overheating and rear wheel bearings – 2 sets.

### Events

2 Irish Safaris – 7 days non-stop trail riding through bogs, rocks and grass.

1 Tour of Wales Enduro

8 Multi-lap Enduros

6 Long Distance Trials and 3 Club Trials

Countless green lane runs

plus about 450 miles road only commuting.

The bike never let me down once; owner inflicted damage being 1 front puncture, 2 bent bars, 1 broken lever. MPG was 35 riding enduros, 45 to 50 green laning and 60–65 on the road. Top speed as sold with standard gearing and 400 × 18" trials tyre was 80+. It needed, only just, a set of rings at 7500 miles and second set of brake shoes.

### Faults/General Peculiarities from New

1. Noisy bearings in gearbox – no need to worry, never got worse during ownership and gave no other problems.
2. Front brake sharp metallic click when stopping, occasionally – due to brake plate moving slightly. The cure being to add shims on top of brake plate stop in fork leg.
3. Temperature gauge – this is very accurate and correct running temperature is when the needle is just in the "Nick" just off the cold mark.
4. Front brake sharpness – tends to be very "grabby". This is due to original linings. Pattern replacements give a softer feel but offer slightly weaker braking though less grabbing.
5. Rear wheel bearings – wear out quickly due to wheel spacer and seal going first, cure by using a small paint tin over the spindle and covering the bearing housing on sprocket side. This gives at least three times the bearing life.

### Other Worthwhile Mods

6. Grind off reinforcing rib on inside of swinging arm and run a bead of weld around in its place. This gives better clearance for a trials tyre and reduces the chance of a stone wedging there and ripping the tyre. This happened to two of my friends on unmodified MTX's.
7. Fit grease nipples to Pro-Link system as per new 125 MTX's (disc model) also one in the rear brake lever pivot helps.
8. Check dust seals on all pivot links and swinging arm as these can be damaged on initial assembly. Note that it is much easier to fit/remove swinging arm if engine mounting bolt above the swinging arm pivot is undone first.

9. "O" ring chain as standard and 12 tooth gearbox sprocket give the best results for a rider over 11 stone. Original chain and one replacement, 2 gearbox sprockets and one original rear were the total consumption during my ownership.
10. Gearbox oil needs changing every 2000 miles. Use light grade 15/40 SAE. There is a tendency for gear selection to become difficult when the oil needs changing. This disappears when engine cools and gearbox oil is changed.

### Tips to Reduce Overheating

1. Use semi synthetic oil e.g. Shell 2TX.
2. Use NGK B9EGV spark plug (possibly B8EGV in winter if not riding on very muddy or boggy lanes).
3. Regularly use pressure washer to get rid of mud clogging the radiator. Wash from back to front.
4. Remove small metal plate bolted to outside of radiator.
5. Gently straighten any folded over fins on the radiator.
6. Run 40% anti-freeze with de-ionised water.
7. Make sure the radiator cap holds 14–15 psi in the cooling system.
8. Fit a Number 118 main jet with needle on middle notch.
9. Fit an accessory tail pipe. I used an SM model.
10. Remove snorkel on top of air box – enlarge the opening by 50% and make a lip about 15mm high to stop water running into airbox.
11. Try to use the engine in the 4000–6000 rpm range.

This seems to be a large list but it is designed to help owners to finely hone one of the best three trail bikes made to date. The only things Honda could have done were to make the brakes ten times more waterproof and put a better rear shock on as the original is too harsh for a solo rider.

To those wondering why I sold such a marvellous bike. The answer is that it took three years of horrible 2 stroke exhaust noise to overcome the bike's good points. My next bike is an XR200A which I owned before and have bought back as a basket case.

*Oliver Cooke, Exmouth*

### TRAIL RIDING TIP

When marking up maps for runs, take the trouble to mark on petrol stations that are open on the day of the trip. A lot of green lane time can be wasted looking for petrol if someone runs short.

Similarly, you can impress your fellow members if you know a friendly pub for the lunch stop, or a bike shop for that elusive spare. Someone always tell you later at the club meeting if you do not know, so put it on your map for next time.

*Brian Wright, South London Group*

## SECRETARY'S REPORT

Whilst not many spectacular results can be claimed the past few months have been "full o' busy" to use an old Lancashire expression. I rarely seem to have less than six letters a day in my post, most of which need an answer of some sort, and there are several meetings that I feel obliged to attend to represent the Fellowship. I am thinking particularly of the Countryside Commission in the latter respect. They always invite us then appear to ignore us, never discuss Green Lanes, usually National Parks and access for walkers but occasionally we seem to get a few words in, and I think that they are gradually taking some notice. I have also attended the management meetings of LARA and been impressed by the amount of work that Alan Kind gets through. I am glad that LARA looks after Trail Parks, as there is a tremendous amount of groundwork and planning required before any wheel is turned that no amount of volunteer effort from this Fellowship could cover, much less leave any time for Rights of Way work and although there are terrific ideas and multi discipline schemes for bikes, cars, speed and skill tracks, I strongly suspect that when the euphoria of opening fades there is only a small return for the effort. I still get many membership enquiries through the M.C.A. leaflet which I am promised will have Tony Rose's address on at the next reprint.

I attended the Sport's Council Seminar on Access and Motor Sports in the Countryside, along with several TRF members and I think that we could make a lasting impression on some of their thinking, even if the chance to question some of their speakers was limited.

We also had a four day display at the Blackpool Motorcycle Fair, and thanks to the volunteers in the area for assisting. The days that I was there were very quiet, but I hope that we got through to all types of motorcyclists, not just "off road" types, in the same way that the BMF Rally does. Steve Harris, Alan Kind and myself are cooking up something visually exciting for the International Bike Show at Birmingham and we will need some spectacular slide photographs - not children's, water, skids, or any other type of slide but as this medium is not too popular at the moment, please load your film with a roll, and pick out the best shots.

The promotional video would appear to be beyond our limited means at present, costs run in thousands, where I think in ones! But as a step in that direction a slide show/story could at least give us a taster, and a pathfinder if reduced cost video does become available.

*John Higgin*



## RIGHTS OF WAY NEWS FROM BRIAN THOMPSON

### SCOTLAND

Despite much interest trail riding north of the border appears to be on a low profile, no publicity theme. Just a few mates taking off into the wilderness and asking permission if they have too. It reminds me of the situation in Mid Wales where outsiders are not made welcome by some riders.

The new TRF group in Scotland appears to have gone to ground. If there is anyone up there wanting to set up a trail club do drop me a line. A new guide to Scots rights of way law has just been published by the Scottish Rights of Way Society Ltd, 1 Luton Place, Edinburgh EH8 9PD, price £2 post free, called "RIGHTS OF WAY: A GUIDE TO THE LAW IN SCOTLAND". There is *no* Definitive Map and legislation covering the status of old tracks in Scotland like there is in England & Wales. This is not bad thing as the Definitive Map has largely failed to provide an up to date accurate record!

If you get a current Ordnance Survey Map 1:50,000 Landranger Series (from all good bookshops price £3) look at the "Public Rights of Way" legend in red.

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### FRIENDS

The clear message that came from the guest speakers at the recent TRF seminar was the need to develop friends on the outside.

If we can be seen to be helping young people that would help too. One way we can offer our green lane knowledge and expertise a subject on which the TRF is the acknowledged leading expert, is to put this to a worthy social cause.

One scheme springs to mind - The Duke of Edinburgh Award Scheme for its motorcycle award requires a minimum of 20 miles of green lanes to be ridden on road bikes under supervision of experts. I am sadly the only TRF member to have been actively involved and am proud to have taken several youngsters 16 to 17 years old through to Gold Award which means a trip to Buckingham Palace. I am pleased that the new Dorset group via Norman Howard is interested in this work. In 1980 so concerned was the DofE Scheme Director about the potential loss of suitable lanes that they pleaded with the Government not to ban green lane use. An approach worth 50 letters from the TRF which I know helped change Government plans in the 1981 Act.

I urge TRF groups and any motorcycle club to get in touch with their local education authority and ask to speak to the official dealing with the DofE Award Scheme. Many Youth Clubs have DofE schemes and local authority Youth Service may help. Full expenses can be paid by the local authority for such work. In case of difficulty write to The Duke of Edinburgh's Award Scheme, 5 Prince of Wales Terrace, London W8 5PG.

I can let you have a copy of the Schemes letter expressing their needs. Such involvement adds much needed prestige to off road motor cycling and can often give you an opening to councils where you can more easily press for more Byways and trail parks. Winning friends and influence from the outside is very important. With local authority backed national youth schemes on our side, anyone who wants to ban such activity is going to appear very unpleasant indeed.

### U.S. STORY

If we ever get a law like they have had since 1972 in America asking public land managers to actively cater for trail riders, we can learn a lot from 15 years of experience of just how it all works in practice. Only 5 States out of 51 have "Off road vehicle recreational programmes" the best is in Washington closely followed by neighbouring California who provide 1000's of miles of well managed trails. Providing for trail riders instead of ignoring them has reduced off road abuse complaints. In Britain trail riding is tolerated and has resisted strong efforts to ban it. It will survive because no one has proved that it *is* a major problem and police everywhere do not support bans that cannot be enforced. In America even

Presidential support has meant very slowly progress and most trail riding is semi-legal and disorganised.

In 1984 in Washington DC at the start of my 20,000 tour of off road facilities, the U.S. Govt. said that one major problem was fighting the prejudice inherent in so many public officials who actively delay and oppose and even sabotage plans to cater for trail riders. Bias and prejudice against all forms of motor cycling are just as strong in the U.S. as they are in the U.K., and the media are biased in favour of the ramblers.

Let me give a few examples. One shocking case concerns an act of wilful damage to 4 expensive trail bikes by a Rambler to prevent them lawfully trail riding. Not only was the Rambler not charged with criminal damage but the culprit became a sort of Rambler hero! The incident happened in Montanas National Forest.

The President of the Montana Wilderness Association, Mrs. Joan Montague pushed 4 unattended trail bikes down a hill "because the bikes did not coincide with her philosophy of only allowing walkers to use the land"! She disregarded the fact that the bikes were in a lawful area and that the trail riders had parked their bikes to explore ahead on foot and had ridden responsibly. This was irrelevant. The very *sight* of a trail bike deserved a symbolic gesture of defiance! The media reported Mrs. Montague as saying this was a classic confrontation. The media was biased in *favour* of the criminal damage and gave scant coverage to the bikers protest. The press did not challenge the allegations made by Mrs. Montague that trail bikes damaged the environment.

In another incident that also shocked trail riders throughout America, a full time national park ranger invented complaints about trail riders to the San Francisco press. The complaint wrongly blamed trail bikes for causing dust nuisance, in order to appease ramblers! The American Motor Cyclists Association protested and later got an apology but by that time the press damage had been done. Millions of readers got the impression that the hikers were right and the trail riders wrong. In another case a national forest official chose to be deoted rather than obey a Washington order to provide for trail riders. The story was so distorted that 11 million readers blamed the bikers and not the sheer bias of a state official which led to a total ban on all trail riding in that area.

To hikers and environmentalists the official became (like Mrs. Montague) a national hero! In the U.S. as in the U.K. it remains an uphill battle. Land managers, press and ramblers groups alike exploit the image problem to deny our share of the countryside.

The image problem is very real but only we care enough to do something about it. In the U.K. I can list those councils and national parks who employ officials who are very biased against us. Some refuse to answer letters. Some beaver away behind closed doors to downgrade green lanes, exaggerate problems and make impossible demands in order to get Byways.

Lacking full time staff such blatant bias is not properly dealt with. We don't complain! When the ramblers wilfully caused an accident on the Ridgeway to use as harmful publicity we just took it on the chin. When public inquiries come out in our favour and are then dismissed and another one convened, we do NOT complain!

Turning the tables: Could you imagine the TRF being able to overturn a public inquiry result not in favour? Or if we damaged a ramblers car that blocked a legal trail ride, what a national scandal it would be?

## 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.

**LAKE WINDERMERE.** B&B 20 separate beds, doubles/singles. Colour TV lounge. Ale Houses 20 yards. Yard to lock up 12 bikes. Ample car and trailer parking. B&B £7.50 mid-season, i.e. 31st March—1st November. Out of season reductions B&B £7.00. Evening meal by arrangement £2.95. Brendan Chase, College Road, Windermere, Cumbria LA23 1BU. Tel: 096 62 5638.

**YORKSHIRE DALES FARMHOUSES ACCOMMODATION.** Situated on Pennine Way between Keld and Tan Hill Inn, England's highest pub. Home cooking, garage for bikes, good trails within easy reach, handy for Scott Trail. BB&EM £11 (non-members £12). Eddie and Sheila Whittingham, Frith Lodge, Low Frith, Keld, via Richmond, N. Yorks DL11 6EB. Tel: (0748) 86489.

**FOR TRAIL RIDING IN WEST & MID WALES.** A 4-berth caravan available on self catering. Situated 40 minutes ride from Strate Florida and Monks Trod. Shops and pub nearby. Ample parking. Guides available by arrangement (weekends only). For details telephone Alan (0559 371101) after 8 p.m.

**NORTH WALES TRAIL RIDING.** B&B 10.50 per person for TRF Members. Ample parking for cars, bikes and trailers. Also undercover workshop facilities available. Ale houses 100 yards either way! Patricia and Stuart Strong, Glenwood Guest House, Betws-y-Coed, Gwynedd LL24 0BN. Tel: 06902 508.

**BRECON.** Family run guest house with friendly atmosphere. 12 bedrooms all with washbasins, some with own shower and toilet. Small licensed bar, television lounge, dining room. B&B £8.50 per night. Private car park. Belinda and Barbara Cox, The Beacons Guest House, 16 Bridge Street, Brecon, Powys LD3 8AH. Tel: 0874 3339.

### CLOTHING

**BARBOUR SUITS,** jackets, trousers and overmitts. 10% discount to TRF members.

**UNREPEATABLE SPECIAL OFFER.** New type Dunlop Safety Wellies, seconds £10.99, p&p extra. R. & D. Armstrong, 'Brekaryl'n', Mellbeaks, Kirkby Stephen, Cumbria LA17 4AB. Tel: Kirkby Stephen 71780 (after 6.00 p.m.).

### 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 'Printress', 5 The Woodlands, Corton, Lowestoft, Suffolk NR32 5BZ. Tel: 0502 730899. Order NOW!

**WATERPROOF TRF STICKERS.** 1½" dia. 5p each. TRF Round Cloth Badges £1 each. TRF 'Visiting Cards' £7 per 100. From: Richard Marshall, 1 Burlington Close, Breaston, Derby. Cheques payable to 'TRF'.

**TRF 'SAVING GREEN LANES' sew-on patches:** £1.50. David Bonsall, 9 Blackdown Close, Sheffield S19 6NF.



**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.

**2 CR125** frames, tanks, swinging arms, petrol tanks, yokes. 1 CR125 pair wheels, brakes, mudguards, front forks, seat. No reasonable offer refused as son now outgrown project. (Forks will fit XL185 or XR200). Colin Patient 0734 696783.

**CHEAP, interesting special CG125** engine in fantastic trials frame. Forks, front wheel, s.arm, gas shocks, £50. New KLR250/600 CDI £50. Tel: Bolton 0204 20559.

**N.V.T. 175 Rambler**, 830 miles only from new, TReg, Yamaha DT175MX engine, monoshock, front disc brake, excellent condition £325. Tel: Sheffield (0742) 747348.

**HONDA XL185R.** 1983 6-speed 185cc pro-link. M.X.A. tak and seat covers. Big chain conversion. Gold alloy rims, epoxy coated swinging arm. Meticulously maintained. Little trail use, excellent condition, excellent trail bike £595 o.n.o. Tel: Dean (0594) 23055.

#### WANTED

**LEICESTER** - serious mudplugger sought for getting stuck into local lanes, evenings and weekends. Tel: Brian 0533 870538.

#### COPY DATE FOR BULLETIN 122

25th August 1987

#### STAY OF EXECUTION FOR NEW VISOR LAWS

Yes, this does also apply to wearers of goggles!

Concerned by the lack of publicity preceding the introduction on 1st July of the new visor law, the Association of Chief Police Officers Traffic Committee has recommended to all Chief Constables that there should be a "honeymoon period" of three months in which riders will have time to replace their existing visors for ones bearing the BS4110 mark and stamped XA, YA or ZA.

Welcoming the news, visor manufacturer Bob Heath said this period would give his firm the necessary time to catch up with the backlog of orders resulting from demand for the new specification visors.

Tom Waterer, Chairman of the Motorcycle Association Factors Group, also welcomed the move. "It would be wrong for riders to be prosecuted for using unapproved eye protection when a shortage has resulted in riders being unable to obtain legal visors."

#### TRAIL RIDERS FELLOWSHIP

Group and Group Rep.

##### BRISTOL

Ian Hingley  
70 Crockerne Drive, Pill  
Bristol BS20 OLE. Tel: 027 581 4090

##### CAMBRIDGESHIRE

Richard Shaw, 37 Western Way  
Letchworth, Herts. SG6 4SE  
Tel: 0462 670926

##### CHESHIRE

Mr. M. J. A. Johnson  
39 Hawk Green Road, Marple, Stockport  
Cheshire SK6 7HR. Tel: 061 427 6963

##### CUMBRIA

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

##### DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, 99 Cobnar Road  
Sheffield S8 8QD  
Tel: Sheffield 748688

##### DEVON & CORNWALL

Oliver Cook, 35 Drakes Avenue  
Exmouth, Devon EX8 4AD  
Tel: 0395 270104

##### DORSET

Norman S. Howard, Dairyhouse Farm  
Berwick St. John, Shaftesbury, Dorset  
SP7 0HQ. Tel: 074788 615

##### EAST MIDLANDS

Graham Chinnery  
The Orchards, Doctors Lane  
Breedon-on-the-Hill, Derby.  
Tel: Melbourne 810059

##### EAST YORKSHIRE

Don Burt, 1 Villa Close  
Low Ackworth, Pontefract, W. Yorks  
WF7 7NR. Tel: 0977 612258

##### ESSEX

R. Short  
78 Gordon Road, South Woodford  
London E18. Tel: 01 5041 1471

#### 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

**SOMERSET (formerly EXMOOR)**

Nicholas Crocker  
Sunnymead Farm, Halstock  
Yeovil, Somerset BA22 9RR  
Tel: 093589 261

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

**GWENT**

Nick Kennedy  
38 Marl Court, Thornhill, Cwmbran  
NP44 5TY. Tel: Cwmbran 06333 5152

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

**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  
Basingstoke, Hants RG27 8SS  
Tel: 0252 616359

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

**NORFOLK & SUFFOLK**

And Bedwell, 5 The Woodlands, Corton  
Lowestoft NR32 5BZ. Tel: 0502 730899

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

**NORTHUMBERLAND**

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

3rd Tuesday  
Ryton Rugby Club, Ryton

**NORTH WALES**

John Mills, 7 Brookfield Drive  
Holmes Chapel, Cheshire  
CW4 7DT. Tel: 0477 34425

1st Wednesday – The Fox & Goose  
Chester Road, Hawarden, Clywd  
(nr Queensferry & Mold)

**NORTH WEST LONDON**

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

1st Wednesday  
Red Lion Hotel, Radlet, Herts.

**NORTH YORKSHIRE**

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

2nd & 4th Tuesday – Prince of Wales  
Starbeck, Harrogate

**SHROPSHIRE**

Paul Kingston, 52 St. Michael's Close  
Madeley, Telford, Shropshire  
Tel: 0952 53812

2nd and last Wednesday of month  
(except December)  
Bell Inn, Cross Houses

**SOUTH EAST**

Steve Neville, 19 Henley Deane  
Gravesend, Kent DA11 8SV  
Tel: 0474 332785

2nd Tuesday  
The White Swan, Crayford

**SOUTH LONDON**

Brian Wright, 2 Orchard Road  
Sutton, Surrey SM1 2QA  
Tel: 01-661 2296

Epsom and Ewell Football Club  
West Street, Ewell, Surrey  
1st Wednesday

**SOUTHERN (HAMPSHIRE)**

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

3rd Tuesday – Priory Inn  
Bishops Waltham B2177  
(formerly the A333)

**SUSSEX**

John Penfold, 'Mariners'  
Nyton Road, Aldingbourne  
Chichester. Tel: 024 368 3036

Contact John (every other month –  
4th Wednesday – ie Feb, April, June, etc)  
Hassocks Hotel, Hassocks, Mid Sussex

**TEESSIDE**

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

1st Wednesday – The Station Hotel  
Kirby, near Stokesley

**THAMES VALLEY**

Brian Read, 208 Old Lodge Lane,  
Purley, Surrey Tel: 01 660 9620

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

**UPPER THAMES (ABINGDON)**

Dave Moore, 5 Whitelock Road  
Abingdon. Tel: Abingdon 29138

Last Tuesday – Lansdown Club  
Milton Trading Est., nr Abingdon

**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**

Peter Cookson, 44 Burman Road  
Shirley, Solihull, W. Midlands B90 2BG  
Tel: 021-745 6128

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