

WEST YORKSHIRE

Charles W. King, 11 Sycamore Rise
Wooldale, Holmfirth, W. Yorkshire
Tel: 0484 686383

WEST WILTSHIRE

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

WYVERN

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

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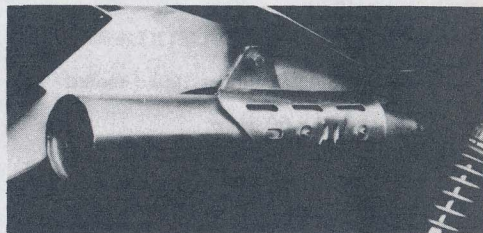
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TRF TRAILRIDERS FELLOWSHIP

Bulletin 122 October/November 1987

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

TRAIL RIDERS FELLOWSHIP

Bulletin No. 122

October/November 1987

FUTURE EVENTS

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.
- 4th Teeside Group Run. Bank Foot near Ingleby Greenhow. Contact: Leo Crone, Group Rep. for details.
- 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.
- 11th Shropshire Group Run. South West Shrops area. Contact: Ian Richards Castle 413.
- 18th TRF AGM, National Motorcycle Museum, Birmingham - 11 a.m. start.
- 18th East Midlands Group Run. Kesteven part of Lincolnshire. Contact: Graham Chinner, Melbourne 3433 or Richard Marshall, Draycott 3416.

NOVEMBER

- 1st Teeside Group Run. Guisborough. Contact: Leo Crone, Group Rep.
- 15th East Midlands Group Run. Derbyshire. Contact: Graham Chinner, Melbourne 3433 or Richard Marshall, Draycott 3416.
- 15th Shropshire Group Run. Llanymynech. Contact Pat, Shrewsbury 68007.

DECEMBER

- 13th East Midlands Group Run. South West Leicestershire. Contact: Graham Chinner, Melbourne 3433 or Richard Marshall, Draycott 3416.
- 13th Shropshire Group Run. Contact: Graham, Shrewsbury 69906.
- 20th Shropshire TRF "Fun Day Trial" starting at the Brickyard at Eaton Constantine. Fee £1 each rider. Start 10.00 a.m. Contact: Phil Davieson, Cressage 421 or Paul Kingston, Telford 583812.
- 23rd Teeside Group Run. Contact Leo Crone, Group Rep.
- 27th Teeside Group Christmas Run. Dales area. Contact: Leo Crone.

JANUARY 1988

- 16th TRF Executive Committee Meeting.
- 17th Shropshire Group Run. Contact: Steve, Ellesmere 2772.
- 17th Teeside Group Run. Quest to find roads blocked with at least 8 ft of snow! Contact: Leo Crone, Group Rep.

FEBRUARY

- 21st Shropshire Group Run. Contact: Dave, Ellesmere, 2772.

Editor
Rosemary Marston
4 Surrey Road
Woodston
Southampton SO2 9ED

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John Higgin
197 Britten Road
Brighton Hill
Basingstoke

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

TRF Press Officer

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

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: Your Editor swaps typewriter for trail bike (KE175) - photo by Pete Marston.

Please Note New Address

Alan Kind, 45 The Fairway, Brunton Park, Gosforth, Newcastle-upon-Tyne, Tyne & Wear, NE3 5AQ. Tel: 091 2364082

EDITOR'S RAMBLINGS

News came to me this summer that BSA are at last going to sell their previously "export only" 175 trail bikes to the home market. The bad news is that they will only be sold to trail parks, there being no intention to market these machines openly. I cannot understand their logic; BSA could make a real killing - I am sure these Yamaha engined 175 machines would soon be snapped up by bike-starved trail riders: Trust the British bike industry to get it wrong again!

Meanwhile, news still reaches me of individuals importing US and European bound trail bikes - these countries enjoyed such machines as the XL125, 185, 200, 250, 350, and Yamaha XT200 to name a few. We unfortunately able only to buy learner legal 125s, or 'macho' 600+ machines - with the exception of the TS250 or XT350.

Should not the TRF be canvassing the importers for suitable machines. OK, they may turn a deaf ear, but surely it's worth a try - our old DT's, XL's and KE's aren't going to last forever.

LETTERS

We humans have a built in desire to be different from each other and no matter how long the arguments on tyres and 4-stroke v 2-stroke goes on there will never be a conclusion. From experience I have seen both sides of the two arguments. The modern two stroke trail bikes I find comfortable to ride, quiet when the manufacturer's system is left on and emitting very little smoke. There is less to go wrong with a 2-stroke motor and usually they are lighter than 4-stroke engined machines.

Legal enduro tyres do have more grip than trials pattern ones and owing to this I would agree with the letter writer in a previous bulletin that they in fact do less damage to the soft surface of the lanes we use. We do not look at a prospective TRF member and say "sorry you can't join because you're the wrong shape or size" so why should we do the same with machines?

Norman Howard, Shaftesbury, Dorset

Members might be interested in the results of a recent court case concerning ROW on Salisbury Plain.

In February I was charged under Salisbury Plain Military Byelaws (and detained for 2 hours) under Section 3(i) (c) "... no person when on the Military Lands shall ... drive or propel a vehicle of any kind otherwise on the carriageway of a road suitably constructed and made up for general use by vehicular traffic." The road was Tilshead 12 now reclassified, and signposted as a byway from just south of Tilshead, A360, passed White Barrow, to Yarnbury Castle on the A303.

I prepared a defence under Section 10 which reads "Nothing in these byelaws shall effect the lawful exercise by any person of a public right of way ...". The case was relisted four times by the prosecution and was eventually head by a stipendiary magistrate at Devizes on 17th August. Before entering the court the prosecution informed me they would drop all charges as their witness, the arresting officer, was unprepared to testify to the road being "not suitably constructed". I also managed to win costs but by dropping charges the prosecution prevented me using Section 10 which categorically states that ROW exist on Military Land instead of relying on the clause of "suitably constructed" and therefore making rights less clear.

I would like to thank the ROW Office at Trowbridge and Bill Riley for their help in preparing my case.

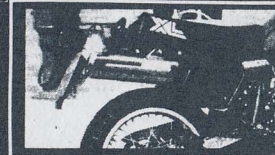
Mike Fisher, Overton, Basingstoke, Hants

JANUARY 1998

FEBRUARY 1998

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* XL 250 SA rear	£48.50
..... (complete)	£67.00
* XL 250 RC	£48.50
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YAMAHA

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KAWASAKI Model

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HONDA

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* XL 500 SZ	£75.00
* XL 600 RD/RE	£75.00
* XL 600 LMF	£75.00

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KAWASAKI

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KE 125 / 175

SUZUKI
TS 50 / 100 / 125
185 ER / X
TS 250 / X

ENDURO

YAMAHA Round £24.00 Oval £32.00
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KAWASAKI

KDX 175 / 250 / 400

HUSKY

125 / 250 / 430

KTM

125 / 250 / 465

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XR 250/350 R	4.50	11.00	17.00 32.50
KAWASAKI KLX 250			
KDX 175/250/420	4.00	11.00	17.00 32.00
SUZUKI PE 175/250/420 All Models	4.50	11.00	17.00 32.00
YAMAHA 175/250/465	4.50	11.00	17.00 32.00
TRIALS	G/B	R/W	CHAINSETS
ARMSTRONG 250, 310/320	4.00	9.25	12.00 24.00
BULTACO All models	4.00	8.75	12.00 24.00
FANTIC 125/175/200	4.00	9.25	9.75 22.00
240	5.50	9.50	12.00 23.00
HONDA TL125	4.00	9.00	9.75 21.75
TLR 200/250	4.00	9.25	12.00 25.00
MONTESA 123/172/200 (early)	4.00	9.00	9.75 21.75
200 (late) 247/8 348/9	4.50	9.00	12.00 24.00
OSSA 250/350 All Models	4.00	11.00	12.00 25.00
SWM 280/320	4.00	9.00	15.00 27.75
TY 80	3.00	8.00	7.50 15.00
YAMAHA 175/250 (428)	3.00	9.25	9.75 19.00
175/250 (520) and Mono	3.00	9.25	12.00 24.00

TRIAL	G/B	R/W	CHAINSETS
HONDA MT/MTX 50	3.25	7.50	7.50 15.50
XL 100/125/185 S, XL 125			
RC	3.00	9.00	9.75 21.00
XL 250 S/RC	4.00	11.00	12.00 27.00
XL 500 S/RC	4.00	11.00	12.00 26.00
KAWASAKI KE 125/175	3.00	9.50	9.50 17.50
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
TS 125/DR 125 All Models	3.00	9.50	9.50 18.00
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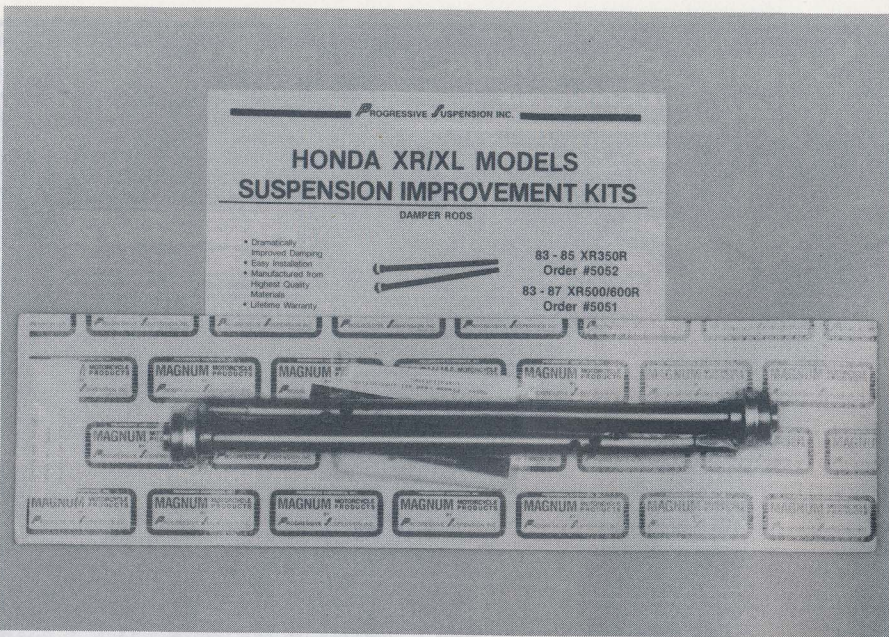
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PRESS RELEASE

SUSPENSION KITS FOR HONDA'S XL & XR

Suspension improvement kits for Honda XL and XR models are now available from M. R. Holland. Shock springs, fork springs and fork dampers are offered, each being specifically designed for each individual model.

Progressive Suspension Inc. have a deep involvement in off-road riding and the experience they have gained enables them to improve on the original equipment performance.

The damper rod kits and fork springs are particularly easy to install but best results are obtained by using a complete kit.

Full instructions are provided and good results can be guaranteed since these kits have already proved successful in the USA, where they are manufactured.

The fork damper kits retail at a remarkable £103.60pr. (including VAT and delivery) and are available from the importers, M. R. Holland Ltd., P.O. Box 53, Spalding, PE11 3UX. (Tel: 0775-66455).

ends...

More info: Gerry Daubney at above

RIGHTS OF WAY NEWS from Brian Thompson

KENT

A 'Motorcycle Only Traffic Order' has been made by Kent County Council on Calfstock Lane at Farningham. Abuse of this popular Byway by cars and four wheel drive vehicles led to an outcry from local residents. Good work by Ian Roscow who is the joint TRF and South Eastern ACU Rights of Way Officer convinced the council to make a traffic ban that stopped the offending class of vehicles only and allows bikes to have exclusive vehicular use. The Kent decision to exclude bikes from a traffic ban is another useful precedent to add to the 1980 Northumberland County Council decision at Boulmer and South Yorkshire's at Stange in 1985 and is a good argument to use when threatened with a TRO, providing you have some evidence.

NORTH YORKSHIRE

We have a 'review' in the Yorkshire Dales at present involving the Hawes area including High Way and many other green lanes. User evidence is vital especially as County Hall demand at least 8 x 20 years users. I still need users for Woo Gill and High Way. I will send you a use form which please fill in and return to me (39 Warren Road, Thorne, Doncaster).

Obstructions on Blubberhouses Moor are still there and the County Road position is very worrying. Alan Kind is doing his best against heavy RA influence.

On the well used Dent 'coal road' a misleading sign has gone up 'Bridleway only; no unauthorised motorbikes or other vehicles'. This was another of our Byways claims lost in the Cumbria Special Review in 1980/3 although vehicular rights still exist in law on the three ancient lanes above the village of Dent in Dent Dale - Coal Road or Occupation Road, Flinter Gill and Nun House. My advice is to ignore the signs and carry on using. If any member gets into trouble with the law report to me at once as I have sufficient evidence that should satisfy a court that these lanes are ancient carriageways. So bridleways they will remain like Great Wold until such times as we can upgrade them to Byway under the fairer 1981 Act.

There are reports of similar 'No motorcycles' signs in other parts of the Dales, eg Dubbing Garth Lane in Swaledale (which is a County Road). There is nothing we can do about it except to keep riding and build up user evidence.

MID WALES

A surprising letter from Dyfed County Council states that the popular and much used Claerwen track at the end of the 6 mile long Claerwen between the Powys border and the Monks Trod is a 'private' track and has no official status. The section involved is only one mile long, often waterlogged with some evidence for 4-wheel damage, however, it is very important that this short section becomes Byways status.

To ensure this we need user statements from trail riders who have used this track at grid ref. point 815672, OS Map 147, for at least 20 years. I can send a user form on request.

NO PROMOTION

Many caring trail riders have been alarmed at press articles promoting trail riding and enduro riding to the general public like a new recreation craze. The TRF's name is used and naturally readers think the TRF want to see a rapid increase in members and use of popular green lanes. The trade and LARA back the media campaign and rejects my argument that promoting trail riding, particularly in the three main National Parks is not very sensible.

Don't forget that 80% of green lanes are the wrong status, have misleading signposts and that any increase in use in the popular areas may tip the delicate balance and lead to widespread closures. Already the Open Spaces Society, Britain's oldest rights of way body with strong connections in Parliament, have responded angrily to plans to promote trail riding. They are taking steps in conjunction with the ramblers to control and restrict countryside use by motorcyclists.

The Cyclists touring Club have rejected my plea to reconsider its call for traffic bans on every byway and green lane. The National Parks 'tolerate trail riding at present use levels' but will seek traffic bans if it increases. I have always promoted trail riding in the decent motorcycle press like TMX and Motorcycle Sport - never in the outside world where Joe Public rates us little better than football hooligans.

The rights of way situation is still highly complex and no basis to promote trail riding. In two National Parks in Yorkshire, for example, there are no RUPPs and no Byways, and County Roads are regarded as non vehicular!

In the National Parks I urge low profile status, if we ride sensibly I am sure we will survive a somewhat hostile world that has shown no signs in 17 years of welcoming trail riding. Promote trail riding in the quiet areas, where green lanes need using to keep them open and anti-trail riding bodies are not so thick on the ground.

Keep a low profile and above all be discreet in promoting trail riding to the general public, all previous attempts have backfired; as has the most recent case in an article in the Guardian by Richard Kelly. A paper known for fair play and one that has published two of the best pro-TRF articles ever, written by Jean Stead. A copy of this latest attack on trail riding is available from me on request if you send an SAE.

CLASH OF INTERESTS

Sometimes trail riding and competitions can clash, especially if they involve use of green lanes. For sporting events such as the MCC classics, Arbuthnot Trial and other long distance events where speed is not a factor, organisers always ask permission to use what are often public highways!

The TRF don't ask permission to use these same highways and not surprisingly the farmer want to know why. Upgrade claims from bridleway can be wrecked when owners can prove that motorcyclists always asked permission to ride, thus excluding the possibility of public highway status. For as soon as you seek permission you give up all claims to use "as of right" and can be very damaging to Public Inquiry stage. Better liaison between the ACU, MCC and TRF are called for to avoid confusion and loss of lanes by default.

DERBYSHIRE

Another TRF success! On the Duke of Norfolks Road near Bradfield (not shown on marked up maps) police have dropped charges against two young trail riders from nearby Sheffield for riding on a bridleway. Though non-members at the time of the offence, both have now joined the TRF. No legal costs were involved, just a few precious hours of my time and a few stamps. The Highway Authority admit that though a bridleway, vehicular rights still exist. They have now erected a sign at the county border which ends in a bog (!) saying 'No Motorcycles'.

Further research reveals that the Parliamentary Public Carriage Road really did end on the border and the continuation into Derbyshire failed to get a Parliamentary Bill in 1825. In order to make sure the award is actually implemented, vehicular use of this moorland track is important.

ISLE OF MAN

Gerry Dawson is keen to accommodate groups of riders wanting to explore the green lanes on the Island. He can supply maps showing where to go. Contact Gerry at Queenscliffe Hotel, Palace View Terrace, Douglas. Tel: 0624 75831.

Brian Thompson, 39 Warren Road, Thorne, Doncaster

PS The 'Ramblers Association' is now known as 'The Ramblers' - different name - same policies!



Minor problem with a ditch on Gatesgarth!

Photo by Steve Hampton

**TRAIL RIDERS FELLOWSHIP
ANNUAL GENERAL MEETING
STANDING ORDERS**

1. Only paid-up Members are permitted to speak and vote.
2. Each Motion or Amendment to a Motion must be formally proposed and seconded before it is discussed. If there is no seconder the Motion will be automatically deemed lost.
3. The Proposer of a Motion or an Amendment is allowed to speak first for up to three minutes', the seconder next. All other speakers two minutes each. The Mover will then have two minutes to reply at the end of the debate.
4. A member wishing to speak shall raise his hand. On being called by the Chairman shall rise to his feet and address the Chair. He will give his name and town before beginning his address.
5. Any Amendment will be voted on first, then the Substantive Motion as amended.
6. Voting is by a show of hands. A member's vote will be recorded as For, Against or Abstaining.
7. A Motion or Amendment will require a 2/3 majority of those voting for a change to the Constitution or the suspension of standing orders. All other matters will require a simple majority.
8. Election for Officers must be exhaustive.
9. All members are qualified for Office, but only those present at Conference and consenting or having consented in writing may be voted on as Candidates. Candidates for Honorary Membership need not be present.
10. The Chairman in event of a Tie, must use a Casting Vote.
11. Conference will adjourn for lunch from 1 to 2 p.m.
12. Conference will close no later than 4 p.m.

Remember, TRF AGM - 18th October
11.00 a.m. start
National Motorcycle Museum
Birmingham (Next to NEC)

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A DAY OUT IN THE COTSWOLDS WITH THE WEST-MID TRF

Sunday 5th July dawned a very bright and cloudless day; I thought "good, at least I won't get soaked today". I started the old 1957 650cc Triumph (first kick as per usual) and set off on the 15 mile ride to the starting point – a lay-by on the A422.

Arriving at 8.45am I was soon joined by other riders, sorry I can't remember your names, but the bikes included a DR400, BSA B40 Special and four others. My Triumph looked slightly out of place, the only thing in common being knobbly tyres!

By 9.30am I was feeling a little apprehensive. However, the run started, the first track fine, just dusty – I was plodding along at the rear at about 25mph where possible, in between coughing! It wasn't long before I fell off, not to bad really and I was just a bit shaken up. Luckily there was someone to help me, which is just as well with 380lb of bike on your leg.

The rest of the morning progressed in a pattern of riding half a mile, falling off, riding, falling off . . . I lost count in the end.

After lunch at a very nice pub the faithful Triumph cried "ENOUGH". After approximately 5 hours riding/falling off the toll of damage was – centrestand in two pieces, front mudguard repaired several times, clutch nearly burnt out, engine smoking like a bonfire, sticking throttle, bent bars and levers – WE GAVE UP!

I bade farewell to the other members, thanking them for a great day out, none of which I have any regrets about. I am still riding the same Triumph to work, the clutch having recovered.

My thanks to the West-Mid TRF who helped me so much and made me feel very welcome. I hope this story doesn't sound too daunting as it really was great fun and valuable experience.

K Babington, Bodicote, Banbury

ARE FOUR STROKES BETTER?

At an Executive meeting earlier this year, an idea was put forward to Committee, that in order to "improve the image of the TRF", it might be an idea to ban two-strokes.

But what is it that people dislike about two-strokes? – noise and fumes. The problem of noisy two-strokes is really the same as with four-strokes if looked at constructively. The new exhaust systems fitted to all modern road legal two-strokes are in fact just as quiet those fitted to four-strokes. Both types of machine becoming noisy when a less silenced aftermarket exhaust system is fitted, which considering the price of an original equipment system is often all people can afford. Unfortunately, it seems that most manufacturers of aftermarket exhausts for two-strokes have been too eager to fall in with the idea that the noisier the exhaust the faster the bike – a marketing ploy which seems to sell goods to youngsters. Surely it must be possible to make replacement exhaust systems as quiet as the originals but for less money than charged by the OE manufacturers.

The amount of smoke generated by two-strokes is unfortunately a by-product of this type of engine, but if adjusted correctly it should not cause the bike to leave the infamous "blue haze". With modern oil pumps the amount of exhaust smoke has been greatly reduced compared with the days of petroil mixtures. My MTX200, like most modern two-strokes, only really smokes when revved after being used at low revs for some time; which usually means on the road after being used on green lanes, thus leaving the smoke on the road and not on the trail.

If a ban on two-strokes was enforced, I could see that the number of members would be greatly reduced, as a considerable percentage of current members do in fact ride two-strokes! What about future members of the TRF? Take a look at the current range of trail bikes on the market:

HONDA	two-stroke MTX125 and four-stroke 600cc Transalp
KAWASAKI	two-stroke AE80, KE125, KMX125 and four-stroke KLR250 and KLR650
YAMAHA	two-stroke DT125LC and four-stroke XT350 and XT600
SUZUKI	two-stroke TS50, 100, 125, 250 and four-stroke DR125 and 600 Dakar

If like me you do not fancy taking 600cc plus of trail bike green laning, this leaves precious few four-strokes to choose from. Combined with a ban, I feel this would greatly reduce the number of new members joining the TRF.

What I think is the fundamental problem of two-strokes is not the two-stroke riding members of the TRF, but the illegal off-road "joy riders". As these persons have no respect for the law in where they ride, they can hardly be expected to have any when it comes to the legality of their bikes. It is these people from whom we should disassociate.

As in all spheres of motorcycling, unfortunately the minority always ruin things for the majority. I have no simple solution to the problem, but the banning of two-strokes from the TRF is not going to get rid of the problem of joy riders. Indeed it will only add to their number as two-stroke riders are unable to find out where to ride legally and learn to ride responsibly. So please think carefully become going down the road of banning two-strokes, it may not be in the best interests of the TRF.

Pete Marston, Woolston, Southampton

A SOMEWHAT DIFFERENT XT 250

As a recently re-joined member of the TRF I was too late to take part in the Riders Report of the Yamaha XT 250. However I obtained a reprint from Rosemary which I mostly agree with.

As I have carried out a number of modifications on my own machine I feel that other owners would be interested in them.

I should point out that I purchased mine rather cheap and nasty, so considerable re-building was needed anyway. Also I was inspired by a Road Test in "Cycle" some years ago of the American Enduro version.

I have divided the work into sections roughly in the order they were carried out.

1 ENGINE

The engine was very ratty at the top end and the de-compressor system did not work at all. So I stripped the engine down to the centre core to see what I had got.

The de-compressor arrangement was broken at the kickstarter which I expected, since the early production models had a problem with the operating lever jamming. I took the easy way out and removed the whole system, I don't think it is needed on a 250.

Examination of the cylinder head revealed the other early problem of the inlet valve not seating properly. Also the strongest valve springs I have ever come across. These two items I believe to be directly connected. I can imagine the panic when they found the first years batch of cylinder heads to be incorrectly machined. Super strength valve springs must have seemed an easy way out.

These then lead in turn to the ends of the valve adjusters breaking up and gouging the valve stems. After getting the valve seats trued up, the outer valve springs were replaced by BSA "Starfire" ones. The BSA and Yamaha valves are almost identical in weight and both motors have a similar rev range. These lighter springs give the whole valve gear an easier life and have been in use for two years without problems.

Just to see what would happen I tried the engine without the balance shaft, you can fiddle it out if you remove the clutch. The motor was noticeably sharper and freer revving but the vibration was enough to chip your teeth - I don't recommend it!!

Another problem was poor carburation, especially on the over-run. This was traced to the petrol level in the carburettor being very low. A new float effected an instant cure and the engine became one of the easiest starting ones I have ever known.

2 SEATING POSITION AND WEIGHT REDUCTION

The XT is noted for being front heavy so I moved the handlebars and footrests 30 mm to the rear, me being the largest moveable item on the bike. This also gives more leverage to the handlebars and puts one's behind on a wider, softer part of the seat. It also improves access to the top of the forks for oil changing.

As for weight reduction, there is not a great deal one can do. I removed the wipers and rev-counter completely, and by converting to 12 volt direct lighting was able to discard the battery. The headlamp and brackets were replaced with an "A cerbis" unit similar to that used by KTM.

The biggest problem with doing this is finding somewhere tidy to put the rather large speedo. Finally I removed the working parts and fitted them into a much smaller case, which was then fitted between the enduro number plate and the rearward mounted handlebars. I also fitted a smaller, lighter, more streamlined tail light, the thought of sliding off the back over the original one was enough to bring tears to your eyes.

The badly damaged front mud-guard was replaced with an "A cerbis" one. Since this new guard followed the curve of the wheel at the front the "spray-back" problem was cured. Further to this end the ventilation slots were covered with a thin piece of stainless steel and a large mudflap added at the bottom.

At about this time I made a much larger chain guard out of stainless steel and fitted a chain oiler.

3 FRONT FORKS

I personally found the forks to be very harsh over sharp-edged potholes, frozen cattle prints etc., experiments with softer springs and lighter oils didn't help much, so I finally dismantled the forks completely.

This is not easy to do as the valve system is inserted into the end of the stanchion and then the end is rolled over.

You have to machine the end off to remove the valve. Careful measurement showed that as the fork compresses, the displaced oil has to speed up by 12 to 1 in order to pass the valve. Herein lies the problem! After an intensive strip, modify, and test session, I finally came up with a combination of valve, spring, and damping fluid which gives a much plusher action and saves ones aching wrists.

An aside to this produced a modified mounting for the upper steering head bearing, as I found the original set up impossible to adjust so as to eliminate all play.

4 REAR SUSPENSION

Now that the front end was working properly the rear springing seemed a bit rough. Stripping it all out revealed the plastic main bushes to be siezed on the steel sleeves which were pivoting on the fixing belt. Also the rear mounting bolt for the damper was rusted solid. Searching round at work produced replacement bushes in sintered bronze which retains the lubricant in minute pores, grease nipples were fitted to all the pivot points including the chain tensioner.

This was a considerable improvement, but I still found the springing too hard. Further searching failed to find softer springs, so I increased the length of the swinging arm by two inches. This altered the leverage to the spring unit and effectively made it softer, the unit was also changed end for end to reduce the unsprung weight. The extra two inches on the wheelbase makes things very stable and also gave me some extra clearance when I changed the rear wheel size from 17" to 18".

5 OIL LEVEL INDICATOR

I am surprised that no one mentioned this in the Riders Report as I found it to be about the most irritating thing on the whole bike. The only certain way of seeing the oil in mine was on your knees with a torch.

To improve matters I took off the clutch cover and levered out the window unit. It is rubber covered like an oil seal. The outer part of the opening was then increased from 17 to 23 millimetres and the window replaced. With the larger opening you are no longer looking down a tunnel and the oil level is clearly visible.

If anyone is interested in the finer details of any of this and writes to me at 46 Fosseway, Syston, Nr Leicester, Leics. LE7 8NE I will assist in any way possible.

John Davies, Leicester



Looking forward to winter?



GROUP NEWS

DORSET

Our fourth monthly bulletin has gone out, larger than the first one and we are already warming up typewriters for the fifth. Our meetings on the first Tuesday of each month are well attended and we are now getting into a routine – mixing the beer with the business and pleasure. We have put several days into the County archives this past month and turned up more inclosure awards, once again some of them are currently shown as footpaths. We have granted Honorary Group Membership to Brian Thompson, Ruth Colyer and Bill and Ann Riley.

Our Secretary, Candy, will be doing archive research once the school holidays start and hopefully one or two other members will come and get into the researching too aid the few of us who are regulars down at County Hall.

We are having regular runs now and fill forward some run reports. Most of our runs are eventful – we usually end up putting land owners right about the wrong status shown on the OS maps somewhere en route. We are always amazed at some beauty spot or other discovered anew.

Our Computer Officer, Barry Smith is continuing to amass information on floppy disc and we hope eventually to have more up to date information than County Hall – available at a touch of a button! Thanks to Barry we also have our own noteheaded Dorset Group paper and calling cards.

Norman Howard, Dorset Group Rep.

SOUTH EAST GROUP

There is still plenty going on down here in the South East Group and always plenty of people at the monthly meetings in the White Swan.

Seven of us went up to Derbyshire for a two day run in early May. The terrain was a welcome change from the muddy wooded southern trails. But when it rains in the hills, wow does it *!\$ down. The hard macho biker image took a tumble several times as we cowered behind dry(?) stone walls to hide from the horizontal hail. Nevertheless it was an excellent weekend thanks to the ever useful Brian Read's organisation.

On the rights of way front a success has been scored by the joint efforts of TRF, Sidcup MCC, local residents and other interested groups in keeping Calfstock Lane open. This runs alongside the Canada Heights motocross circuit and KCC wanted to place a TRO on it. The TRO has now been amended to allow motorcycle use only. This I believe has set a very useful precedent for the future.

Ploughing is a problem and we have written several letters complaining about lanes at Wingate Farm, Alkham, near Dover and Pilgrims Way, Cobham Farm near Charing. With help, we have already managed to have one other part of the Way at Hollingbourne fenced off from the field. Hopefully that is what we will be able to achieve on these two lanes.

We recently had a chance to be riding marshals at an enduro in Tillgate Forest, near Crawley. Its probably one of the best jobs to have since you can still ride the circuit but there is no pressure to ride quick if you don't want to (unless you have a CR500 up your exhaust pipe). We seemed to be pulling half the entry out of sticky

situations most of the time, the other half were going too quick to get stuck in the first place. The organisers (Brian Read and others again) did an excellent job and managed to produce a genuine 11 mile course, to be lapped about 8 times for the experts and 6 for clubmen.

The 'Green Laning' video that we made using a borrowed video camera went down well. Being hopeless egoists we all enjoyed watching ourselves on film. Also we now have a star in the group who will crash especially for the camera, thanks Dave. If anybody is interested copies are available from me for £5.50 (VHS format, inc P&P).

Ian Roscow, our rights of way guru, has been appointed ACU South East Centre ROW officer. Having two hats he how is in a good position to influence rights of way matters in the south east. Just recently he received an amazing letter from KCC apologising for a no motor vehicles sign inferring a TRO. In fact to TRO existed according to their records. They said that they will arrange to have the offending sign(s) removed and sorry for any inconvenience caused!

Steve Neville

RUPERT BEAR GOES TRAIL RIDING

(or, The most fun you can have with clothes on)

The day awakes the hillsides beckon
By twelve o'clock we'll be in Brecon
The neighbours mutter ne's going scrambling
They've never heard of two wheel rambling
We rendezvous at ten o'clock
Five past sees us hit the first rock
Climb baby climb daren't stop till the top
If I have to start pushing I'll be fit to drop
We take in the views, spot a buzzard a rabbit
Open gate after gate always closing out of habit
Through genuine mud all slurpy and yellow
Not getting stuck, I'm feeling quite mellow
Onward through forest, onward through bog
My age is forgotten leaping holes like a frog
All worries and cares become dissolved
The Riddle of Life has just been solved
I'm caught in a rut my balance is going
Down with a thump puffing and blowing
Biceps pumping forearms straining
Heart a thumping shoulders paining
One a month sure isn't enough
I'm getting soft and out of puff
Steady on old boy don't give up so quickly
There are TRF members of 50 and 60
Back home safe and sound with the kids and the wife
Enduring all, knowing the meaning of life
Hose the bike down, then a soak in the bath
Eh lad it was grand, 'twere a good laff.

Barry Strong, Porthcawl

WALES WEEKEND - Brian Thompson

After a wet ride down on the 400, I made a few mods to the Suzuki DR125 I had borrowed (preferring the 80/125 class of machine), to cater for my disabilities.

On the Sunday I met Dick Sutton (XR200) and from Hampshire Colin Patient (DT175) and Ian Pearce (XR200) of the Loddon Vale TRF. We planned to ride the classic round route of old Aberystwyth road out of Rhayader, the famous 10 mile long Monks Trod and 10 mile Strata Florida track. Only the Yorkshire Dales offers such good challenging routes as these but the Dales are a lot more hassle.

The start of the Monks Trod, like other byways is unsignposted. The River Elan ran very high after four days rain and Colin, not used to such hazards, plunged into the four feet deep torrent without looking! At once the fast river swept his Yamaha from under him and Colin and bike disappeared beneath the waves like a submarine. Dick bravely dived in to help poor Colin out. We upended rider and bike to drain out - a hilarious sight which I have on film to delight generations of trail riders and to add to the legend of the Monks Trod. It took 2 hours to dry out the Yamaha. Colin took it all in very good spirit and we all had a good laugh. I went round by the road and the two XR200's navigated the river at a safer spot.

The rest of the 'Trod' went without real incident (with just Colin losing his kickstart crank!) and we all enjoyed the wilderness and 'away from it all' feeling - with not a rambler in sight. Much of this byway is badly damaged by 4-wheel drive vehicles; the soft surface will not stand constant convoys of Land Rovers and 2 ton Range Rovers being winched out of ruts. It is time for restraint or closure before the Monks Trod is ruined.

After a feeling of real achievement and elation we all made it off the moor and down to the Claerwen track on the Dyfed border. A guide is recommended for a first timer over the Trod, a fog or thick mist can be dangerous.

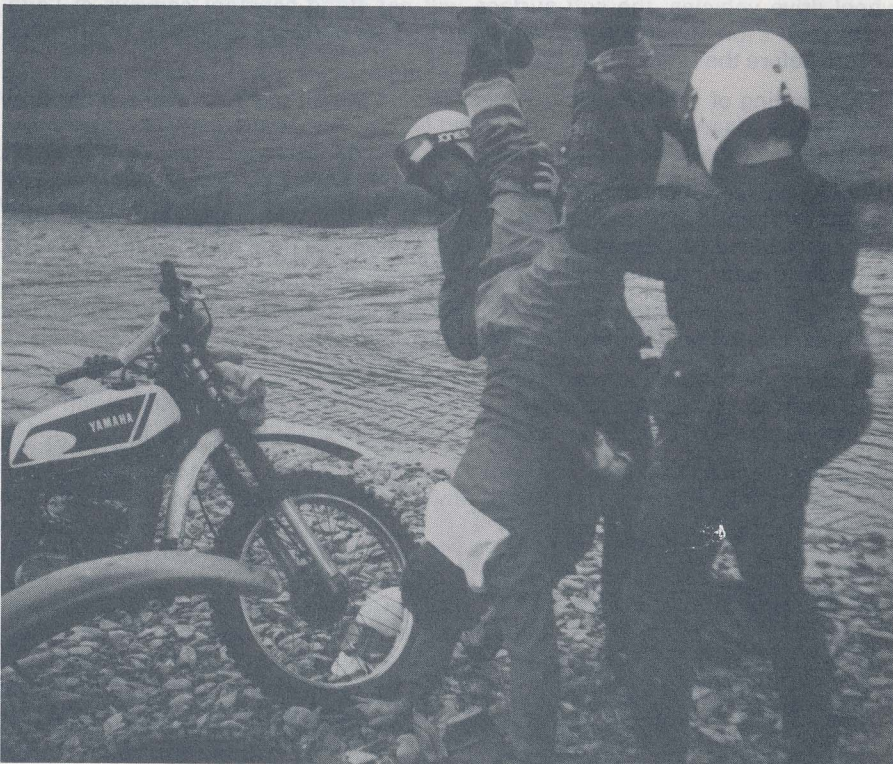
We stopped for lunch at the Heddle Tea Rooms in Pontrhydfendigaid (I can't pronounce it either!) just where the road turns left to Strata Florida. Mrs Winnie Harris welcomed us despite being covered with mud. I urge all trail riders, indeed any riders to patronise this little gem of a place.

The DT175 needed petrol and with all the garages shut (just like the pubs) Mrs Harris even came up with a half gallon of petrol!

Next came the Strata Florida County Road down to the Tregaron Pass. Hard to follow with so many shale forest tracks criss crossing. Highly enjoyable even with the limited power of the DR125's 12bhp - I just kept wishing it was a 185.

We arrived back at 7.00 p.m., the end of one of the best days trail riding ever. I am 50 years old now and still enjoy a day out on the trail - Dick is 60!

Page 20 top - Brian Thompson
bottom - Colin Patient dries out



THINK BEFORE YOU RIDE ALONE

On Sunday 12th April, Keith Payne set off up Dunster Park Hill, a lane he had ridden many times before. A typical Exmoor climb, a stony track with patches of leaf mould and a few bumpy sections.

It was a gloriously sunny day. Part way up he slowed to pass a lady with two children and a dog, his cheery wave was enthusiastically returned, the playful dog was restrained by his long lead.

Keith continued his way up the gently winding track, his bike kicked to one side, he automatically stuck his right foot out for a steadying dab, it caught momentarily in a crevice, the bike's momentum carried it on. Keith was thrown onto the rocky ground. A cold numbness enveloped his right leg from his knee downwards. He suspected instantly that he had broken his leg.

Keith is one of our most experienced riders, but accidents do happen. If it had happened to you and you were riding on your own, could you have coped? I doubt it, so please be warned, **DO NOT RIDE ALONE.**

Keith was in fact leading one of his Quantocks Exmoor trail riders and was accompanied by a number of other riders who, on the day managed very well.

If anything can be considered lucky on an occasion such as this then luck was with us on many counts. Firstly Keith did not seem to be in any great pain he was conscious and seemed to be quite calm, he thought his leg was broken, and from the angle of his foot lay it seemed likely it was.

We made him as comfortable as possible, taking care not to move his injured leg. We then consulted the maps to find our exact location. At this stage we were joined by the now rather concerned lady whom we had previously passed, she was able to inform us of the local name of the lane and direct us to a nearby house with a telephone.

Two riders were duly dispatched, and one soon returned to let us know that the ambulance was on its way, and if we wished we could leave any bikes and clothing etc at the house to be collected later.

The ambulance arrived some twenty minutes after the accident had occurred. Keith's boot and trousers were carefully cut from him, his leg was placed in a splint, he was strapped onto a stretcher and driven first to Minehead Hospital and then on to Taunton. This must have been the day for had breaks as we also carried a footballer with injuries similar to Keith's, and also picked up an old lady with a suspected broken leg. Keith was detained in hospital overnight and most of the next day, he still has his leg in a full plaster, but hopes to be able to attend club nights in the near future.

Several thoughts, indeed worries have crossed my mind since the accident. I know that on the day we did a good job, but could we have coped if the weather was worse and the ambulance could not have reached us? How many riders carry first aid equipment, and survival bags with them? Do you always carry these essential items? Could you make a splint? deal with heavy bleeding? etc etc.

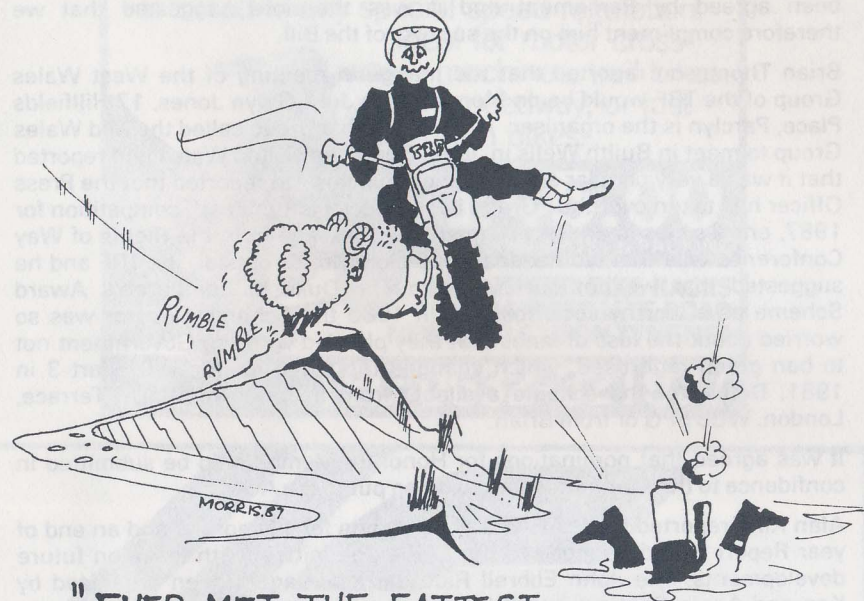
To enable you all to look after me when I fall off, I hope to arrange a first aider to come and give a talk and hopefully some demonstrations in the near future.

Many thanks to Keith Payne for all the trouble he has taken to prompt this article.
Get well soon Keith. We need you for the horse marshalling.

Rich Tallon, Bristol
(Article courtesy Bristol TRP Magazine)

SUMMARY OF MINUTES OF EXECUTIVE COMMITTEE MEETING HELD 16TH MAY 1987

1. Seymour Moss wished to record a message of thanks to David Giles for organising the very successful Rights of Way Seminar held in Derbyshire on the weekend of 11th April.
2. John Higgin gave the Secretary's report and said that it had been a very busy time with numerous meetings of the Countryside Commission and LARA to attend. It is fortunate that LARA looks after Trail Parks, as there is so much preparatory work to be done before a wheel is turned, and this Fellowship does not have the volunteers available, or not if there are to be any left for rights of way work. He still receives many enquiries for membership for the MCA leaflet which will have Tony Rose's address at the next reprint. He also attended a Sports Council Seminar in Winchester on Access and Motor Sports in the Countryside and hope that we made an impression on their thinking, even though the chance to ask questions were severely limited. He organised, with local help a four day display at the Blackpool Bike Show which unfortunately was very quiet and attended the Rights of Way Seminar at Derby. The promotional video would appear to be beyond our means at present, costs running into thousands rather than ones! But a step in that direction would be a slide show/story which could at least give us a taster and pathfinder if reduced cost videos become available at a later date.
3. Tony Rose gave his report as Membership Secretary and said that we now had 1364 members.
4. Tim Ley gave the Treasurer's report and said we were better off than last year.
5. Steve Harris, Press Officer's report was read to the meeting. He reported that he was proposing giving up the column in MCN as he was given very little news by members; also MCN wanted sensational reports. He was grateful to Brian Thompson for his flow of items. MCN are planning a trail bike test in either th Peak District or Yorshire Dales. He has declined to help as there were in sensitive National Parks and previous tests had resulted in irresponsible articles. Very little has appeared in the motorcycle press generally. He detected a need for members to get together informally once a year to talk, and suggest some sort of rally, perhaps including the AGM.
6. Rosie Swindells gave the Editors report and said that the main problem was still getting the Bulletin out on time. Brian Wright said that he was grateful for the hours of time and talent spent on producing the Bulltine and hoped that all other members appreciated the effort needed. In view of the invariable lateness of the October Bulletin, Dave Giles suggested that all Group Reps be notified separately about the date and place of the AGM.



"EVER MET THE FATTEST,
STUBBORNEST, MEANEST SHEEP
ON THE NARROWEST, SLIPPERYEST....."

7. Michael Rowley, Honorary Solicitor reported that he was hoping that following letters to Gwynedd County Council that they would act more reasonably in future than the Abergynolwyn case. The Staffordshire Definitive Map resulting from the 1971 Review was to be published shortly.
8. The motion from Gwyn Thomas that support be given to Robert Adley MP's Private Members Bill on Motorcycle Nouse. It was reported that the Bill had been agreed by Parliament and it was therefore suggested that we therefore compliment him on the success of the Bill.
9. Brian Thompson reported that the inaugural meeting of the West Wales Group of the TRF would be on Monday 20th July, Gwyn Jones, 17 Hillfields Place, Parclyn is the organiser. There is another group called the Mid Wales Group to meet in Builth Wells in June. Brian had visited Wales and reported that it was a very popular area with no problems. He reported that the Press Officer had taken over the "Green Lane Special of the Year" competition for 1987, entries closed on 31st August. The message from the Rights of Way Conference was that we needed to develop friends outside the TRF and he suggested that we put our minds to The Duke of Edinburgh's Award Scheme as a worthy social course. In 1980 the Scheme Director was so worried about the loss of lanes that they pleaded with the Government not to ban green lane used, which changed the plans for the WCT Part 3 in 1981. Details of the scheme available from 5 Prince of Wales Terrace, London, WC8 5PG or from Brian.
10. It was agreed that nominations for Honorary Membership be submitted in confidence to the Committee before being put to the AGM.
11. Alan Kind reported that LARA had been going for 11 months and an end of year Report would be made to the LARA Committee, with ideas on future developments. The John Ebbrell Ride had once again been organised by Ken and Angie Canham and it had been a success. In the Cheviots some riders of "Quads" were blasting around illegally and the TRF were being blamed. Thanks were recorded to Dave Young for his help in making the latest publicity material for the Blackpool Show and others. Alan explained in part in the 'Top Gear' TV programme. Alan had attended two Public Inquiries, the first about Wood Lane, Christow, Devon; the second a Durham Public Inquiry.
12. The question of wrong or questionable matters in the "Blue Book" was being looked into by several bodies including the TRF Rights of Way Officer, the Byways and Bridleways Trust and the Rights of Way Officers Association.
13. Tim Stevens asked for reaction of members to regionalisation of the TRF to cut down duplication of effort in rights and way and representation on the Sports Council. It was agreed that Tim Stevens be a pilot study as a Regional Co-ordinator for the North West.
14. Don Lewis reported on his attendance at the Harrogate Sports Council meeting on Access and Motor Sports. He had listened to the various speakers but had few opportunities to question. He thought that generally it had been a waste of time. He also proposed that Alan Kind be the only one to attend any TV interview as a number of motorcyclists gave a bad impression.

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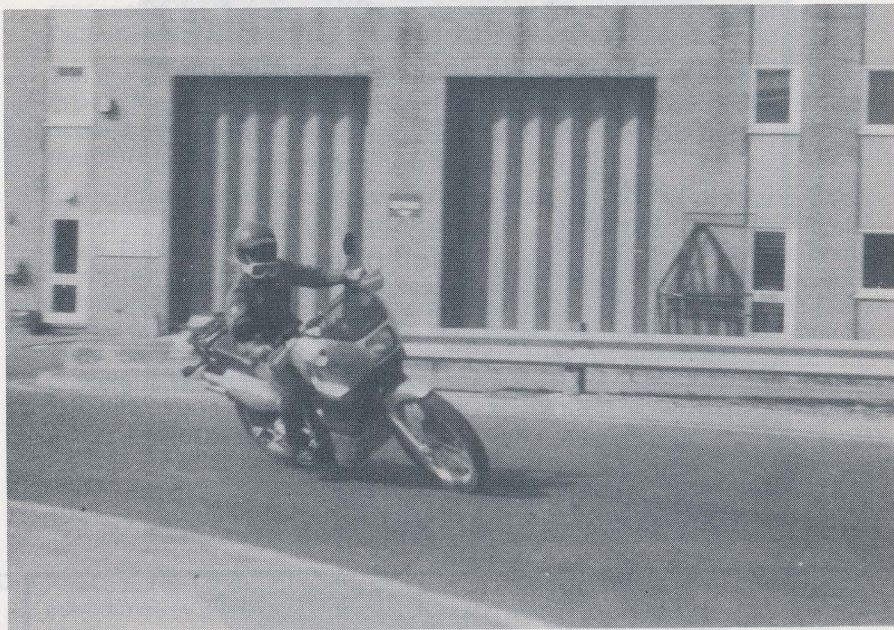
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ADVERTISEMENTS (Members only — £1.00 for four lines)

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 only £8.50, BB&EM £13.00 — 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.

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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. 10p 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, 99 Cobnar Road, Sheffield S8 8QD.

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).

YAMAHA XT30 1986. Lovely bike in excellent condition. Road and modest green lane use only. Genuine 2200 miles. Reason for sale - not being used enough. £1175 ono to include Renthal bars and tank cover. Tel: David 0202 696759 (Dorset). Don't let answerphone put you off.

HONDA CL250S 'Y' Reg. 6400 miles, immaculate condition, road use only. Meticulously maintained by 45 year old Velocette owner. 1 year MOT £450. Tel: Rugby (0788) 62786.

YAMAHA XT350 I1986. One owner. 5000 miles. Immaculate. £1300. Wanted trail bike up to £400. Tel: Trevor, Welwyn Garden 372252/328062.

Stainless steel exhaust pipe, alloy silencer for HONDA XL1855, £30. Tel: John (0407) 860 002.

GARAGE CLEAROUT. Metzeler 4.00 x 18 trials tyre virtually unused £10.00. Acerbis rear mudguard extension with lights, red, suit XR200-500, new £12.00. Takasago 1.85-18 alloy rim £5.00. Tel: Richard Marshall, Draycott 3416.

**COPY DATE FOR BULLETIN 123
25th October 1987**

TRAIL RIDING TIP

I have discovered that it is possible to make a tail pipe/silencer quite cheaply in order to take the "edge" off the two-stroke exhaust note.

The modification consists of a tin can of the correct diameter to fit over the existing silencer. Cut out one end and make a small hole in the other. Obtain some expanded metal sheet and cut to form a tube, the smaller the tube, the quieter the exhaust note. (You may need to experiment a little).

Pack around the tube with fibreglass from your loft insulation. Fix the can to the silencer with three self tapping screws, and (if you wear both belt and braces) you can also use a Jubilee clip.

This 'add on' silencer will easily fit the round type of repackable silencer. In fact you can use the same tip to repack the main silencer, because the expanded metal does a better job than a drilled tube. I have not tried this tip on a four-stroke, but most four-strokes are quiet enough.

Brian Wright, South London Group

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

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39 Hawk Green Road, Marple, Stockport
Cheshire SK6 7HR. Tel: 061 427 6963

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

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Sheffield S8 8QD
Tel: Sheffield 748688

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Exmouth, Devon EX8 4AD
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Tel: Melbourne 810059

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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

Ruishton Inn,
Ruishton, 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