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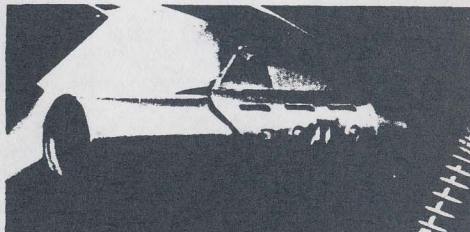
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TRF TRAILRIDERS FELLOWSHIP

Bulletin 123 December 1987/January 1988



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

TRAIL RIDERS FELLOWSHIP

Bulletin No. 123

December 1987/January 1988

FUTURE EVENTS

DECEMBER

- 13th East Midlands Group Run South West Leicestershire. Contact: Graham Chinnery, 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

- 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.

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 puts the Honda Transalp through its paces.

TRF Weekend in Wales

24th/25th September 1988.

Details from Charles King, 11 Sycamore Rise, Wooldale, Holmfirth HD7 2TJ. Please include S.A.E.

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

EDITORS RAMBLINGS

Firstly, many thanks to the TRF for the wedding present given to Pete and I in September - I'm sure the towels will come in handy for cleaning bikes!

Yet to be on sale, but launched at the Bike Show in October is the Kawasaki KMX200 - similar styling, though slightly smaller dimensions than the 125, this 'ideal' sized machine could prove a popular mount. Power output is said to be more than the KDX200 enduro model at 30 bhp! The price likely to be somewhere around £1600. At the other end of the scale BMW launched their 1000cc enduro machine, claimed to be the largest production enduro machine on the market! Honda too, announced after the show, another large capacity 'trail' machine. Called the 'Dominator' this is very much in the style of the Transalp, but uses a 650cc single cylinder motor - not unlike the XBR500 engine.

At the TRF AGM I was asked to publish more technical articles - well this is supposed to be YOUR magazine, so please send in any articles, tips, short cuts, etc. of a technical nature. You could save another member much time and effort by passing on your knowledge.

Perusers of the front cover may have noticed a touch of nepotism creeping in. I would remind budding photographers that your B&W trail riding shots would be gratefully received for consideration for the cover shot. I must stress that photos need to be of pinsharp clarity to reproduce well. I also warn that I cannot guarantee to return any photos that are used.

And so finally it leaves me to wish you all a very Merry Christmas and Best Wishes for 1988!

DISCOUNT DISCOUNT DISCOUNT DISCOUNT

Don't forget that as an affiliated club the BMF, TRF members may obtain discount at many motorcycle parts and accessories shops on production of their BMF card. For a full list please contact:

BMF, Jack Wiley House, 129 Seaforth Avenue, Motspur Park, Surrey KT3 6JU.

Additionally, Clay Cross Kawasaki, Clay Cross, Derbyshire offer TRF members 10% discount, as do M R Hollands.

Does anyone know of any more discounts available?

LETTERS

This is a letter of thanks to the two Yorkshire lads who we met at the pub in Litton at lunchtime on 30th August – one rode a TLR200 with 'elan' and the other rode an XR250 with a slightly buckled rear wheel.

We, the four lads from Luton thought we would write and say thank you for a great afternoon's riding and for your company. One of the other lads say thanks also for showing us the lane up from Horsehouse; it is just as you said it was – shaking your fillings loose in 200 yards.

In all we had a terrific five days riding in which we met many riders and walkers all of whom gave us the time of day, or a smile and a wave.

If anyone wants B&B in the Hawes area we have found a good 'un in Daleview (Hawes 752).

Thanks again lads, and we'll be back again soon.

John Stock, St. Albans, Herts

I support your comments entirely regarding the pace and length of some TRF official runs. I tried to introduce my wife, Christine, to trail riding and bought her an XR200. She is a very competent rider but found that a typical run was too arduous for her. She was too tired to continue after the lunch break; and she was formerly a PE teacher!

The TRF must cater for differing tastes and abilities and try to encourage a genuine appreciation of the countryside. We hear in the columns of the motorcycling press, people intoning their 'rights'. With rights come responsibilities, I think.

I favour the TRF adopting a national policy of direction and guidance for individual groups. The Ramblers' Association does this and while I totally deprecate their efforts to stop vehicular interests, we could learn much from their organisation.

The initials ROW used to lead me to think that this was the altercation that took place between the farmers and motorcyclists on green lanes! Soon I discovered it meant Rights of Way. May I suggest it stands for 'Responsibilities of Way', i.e. minimum noise, smell and everyone being environmentally aware.

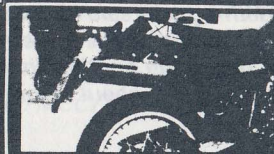
Gwyn Thomas, Priddy, Somerset

I recently heard on Radio 4, Sir Derek Barber of the Countryside Commission stating that it is their intention to clear and restore 10,000 miles of 'footpaths and bridleways' per year up until the end of the century. 120,000 miles in total. Whilst this is fine in its own way – why no mention of byways and green lanes.

These missing footpaths and bridleways are due, according to this worthy gentleman, to lack of use and ploughing out by farmers. Surely that is the same type of problem that confronts us as potential users of byways and green lanes. There was no mention of our problem over this issue.

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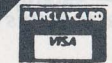
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YZ 100, YZ 125 all models	3.50	11.00	18.00	31.50
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The way the subject was presented on the radio, I was expecting at least a tiny mention of our type of rights of way, however, nothing was said about these. As I understand it, the budget will be in excess of £10m, of which the Government will contribute £1.8m. This is to include the cost of setting up another long distance footpath and improving those already in existence. How about a long distance byway?

My worry is this. Was this man

- a) Just oversimplifying the terminology for the benefit of the media?
- b) Unaware of all the types of rights of way?
- c) Ignoring what must be a minority interest in terms of numbers of users.
- d) Am I suffering from paranoia?

I don't know, but someone really should ask the Countryside Commission if any of this expenditure will be on anything other than footpaths and bridleways, if not, why not?

One point raised by the speaker was that there was enough legal footpaths and bridleways to encircle the world six times. Surely that must be sufficient to give the most fervent of ramblers terminal blisters! How much more do they need?

Having relieved myself of the burden above, I would like to thank, through the Bulletin, John Johnson of the Cheshire centre, for guiding myself and Peter Dobson on a tour of several excellent Derbyshire trails. We had a great day even if it was rather wet and misty. It is said that the scenery is wonderful – I couldn't say, although I think I just saw part of Edale under the cloud and Winnats Pass and I can vouch for Stoney Middleton's cafe – excellent food at reasonable prices and a friendly welcome on a miserable day. I can't remember all the lanes we travelled, the The Roych, Bamford Clough, Chapel Gate and Excelsior are names that spring to mind. The unforgettable aspect was the lack of MUD (unlike our local favourite, Banbury Lane), which made it more enjoyable. All in all it was a great day's trailing, many thanks John and lets do it again sometime.

Rob Sawyer, Weedon, Northants

As a TRF and MCC member I feel I must raise issue with the article 'Clash of Interests' on page 8 of the October/November TRF Bulletin.

I am reliably informed that the organisers of MCC Classic Trials do not seek permission to ride County Roads. They only seek consent of landowners, tenants and highway authorities to ride footpaths and bridleways.

The TRF may dispute their designation as footpath or bridleway, but as things stand the MCC have to abide by the relevant highway authorities present definition. From my experience these possibly disputed routes are in the minority, the majority of the hills used in MCC trials are undisputed county roads.

In the RAC MSA rules under which authority is given for a trial the organisers are required to notify neighbours, etc. that a trial will be traversing a given route as a matter of courtesy. They are also required to act as Public Relations Officers for the trial to ensure its smooth running with minimal disturbance to persons involved. I feel that this consideration can only enhance TRF aims.

I would have thought that the MCC could be a strong ally to the TRF cause, having used certain 'green lanes' since the early 1900's and such unguarded comments can only cause friction. Surely we have enough problems with PR already.

I point out in conclusion that I am not an official spokesman of the MCC but just a concerned MCC/TRF member.

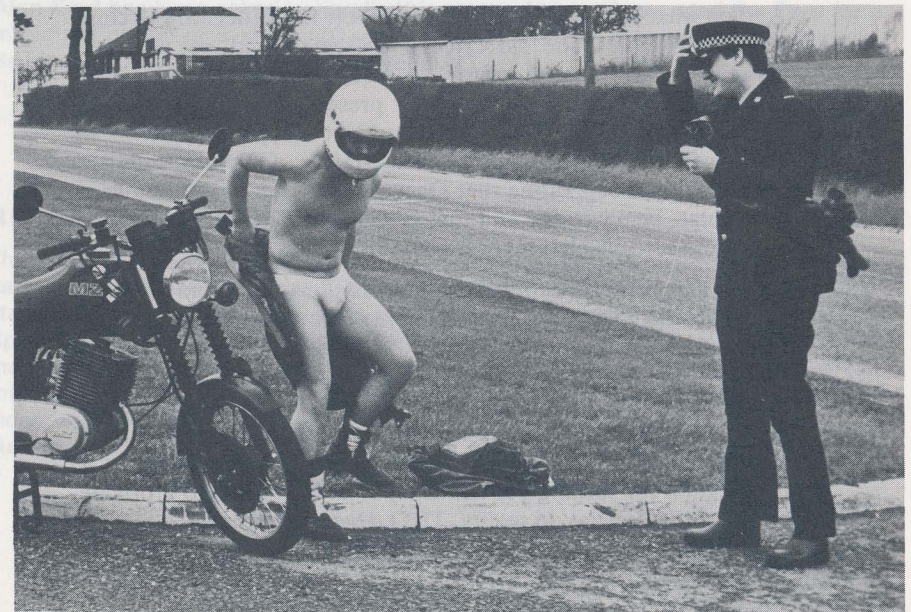
Paul Proctor, Chesterfield, Derbys.

A brief mention of the Tring TRO was made in Bulletin 120. Unfortunately, I have to inform all members that the TRO is now operative from 14.9.87. This was despite massive and logical opposition from a huge cross section users. It would appear that a few local residents have achieved 'Private Road' status on the Byways in question.

Alan Kind's excellent leader in Byways and Bridleway 'No decorum in Dacorum' says it all. (See copied article).

On a lighter note – to escape from the petty bureaucracy, the Herts/NW London Group sent a strong (sic) contingent of a 3 to the Irish Trail Riding Safari, County Mayo. Highly recommended: vast quantities of Guinness, some superb and seemingly endless tracks through spectacular scenery and helpful and friendly locals. Note – good knobblies are essential.

David Clegg, RoW Officer, Herts Group.



Steve Harris (Press Officer) – right, gets down to bare essentials!

No decorum in Dacorum?

Just as anyone with the slightest understanding of how local government does and does not work expected, the Borough of Dacorum has confirmed the threatened Traffic Regulation Order that, at the stroke of a pen, closes almost the entire network of Byways open to all Traffic in the Borough to through vehicular traffic.

Why has it done this? Were there streams of motorcycles blasting through to terrorize the locals? Did carriage drivers whip-up to spatter Sunday strollers with mud and manure? Had articulated lorries used the lanes as a short cut, bringing down bridges and banks?

No, of course not. The truth, unsensational as it doubtless is, is that these lanes were used by a few dedicated trail riders, with an occasional Landrover or horse carriage. However, certain individuals perceived these as a threat and put pressure on the Council to restrict the highway. How is this act done? Not in open inquiry where the person seeking the restriction must stand up and state his case to be cross-examined as necessary. It is done in the secret world of council committees where the Standing Orders are "Do not allow members of the public to take part in council or committee discussions or votes".

And on what authority did the Council rely for its decision to close these highways? Good old Circular 1/83 was found, yet again, to contain enough 'weasel words' to justify almost any course of action (or inaction) as regards the preservation of the public's highways rights. The Circular states: "Not all byways open to all traffic will be suitable for present day traffic". Of course they are not! Nobody is suggesting that Dacorum's byways should be used by regular, heavy traffic and that is what the Circular, when read with the Act to which it relates, obviously means.

Britain's highways are the property of us all. A man from Scotland has as much right to use the highways of Cornwall as a man from Penzance. Local pressure should not be allowed to exert unreasonable influence against the rights of the wider public. The landowners adjacent to the Dacorum lanes may be frightened of gypsies moving their vehicles in. There may be the occasional local lad on an unlicensed bike who should not be there. Neither is justification for turning yet another public highway into a private road (for that is what, in reality, TRO'd byways become).

Dacorum, you may have given to some of your ratepayers, but you have taken from the nation.

Courtesy of Byways and Bridleway

RIGHTS OF WAY NEWS — Brian Thompson

CORRIEYAIRICK PASS THREAT

Scotland's best green track is at serious risk of being closed! This is the Corrieairick Pass from Fort Augustus to Laggan (OS Map 36 and 37). This classic 15 mile long pass which rises to 2,543 feet with 1 in 5 hairpins to the summit is interesting throughout. It is said to be breathtaking on the final hairpins, for the views from the top and unmatched anywhere for the 1400 ft drop in 2 miles down to the Laggan a Bhainne bridge below. The present road was built by General Wade in 1731, but a way existed before then. The road was abandoned in 1840 though regarded today as a vehicular right of way and was thought to be a council public road.

You can therefore understand my seething anger when the landowner proposes to bulldoze out a section of the road, or place a row of sharp metal stakes across the road to stop all traffic forever! Closure will also stop horse traffic and horse drawn carriages - only rambles will be allowed.

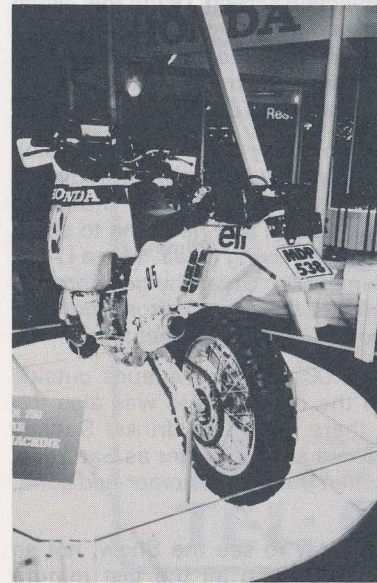
The Regional Highland Council at Inverness in a letter to a concerned local Councillor said that the Corrieairick *MAY* be a public road and has certain value for motorcycle and 4-wheel drive cars. The Council say that users must prove the Pass *IS* a public road by filling in a user form. Such a famous track should not have to be proven as a vehicular way, but we have no option. Unlike England and Wales there is no Definitive Map protecting public rights of way and no county road maps either in Scotland.

Alan Kind has been asked to handle this matter for us. If you used the Pass for a minimum period of 5 years (20 years ideally) write to Alan at 45 The Fairway, Brunton Park, Gosforth, Newcastle NE3 5AQ.

RECREATION 2000

The Countryside Commission in Recreation 2000 policies call for a new partnership and an end to conflicts. With this in mind comes a most welcome statement from Chris Hall who is Chairman of the Ramblers Association. Speaking at a Sports Council Seminar at Winchester, Mr. Hall said 'There were many green lanes on which the RA and TRF had no quarrel, and perhaps we might co-operate'. If Recreation 2000 is to succeed then concessions by both sides will have to be made. I thank Mr. Hall for his initiative which I hope will succeed.

Brian Thompson, 39 Warren Road, Thorne, Doncaster



Seen at the Show



INTERNATIONAL BIKE SHOW 1987

We were once again offered a stand at this years show and I must firstly thank Peter Sheene, Director General of the Motor Cycle Association for the offer. It gives us a chance to show existing trail riders that they are getting the strength of the TRF behind them and that they are better belonging to a national body than a purely local one (as many club riders are finding), and aslo gives purely road riders an idea of what trail riding is all about. Additionally, we make contact with the many people who have heard of us but do not know how to contact us. We must have given away nearly 2000 membership application forms and although many are not seen again it is surprising the number that are completed and come back over the next week or two.

The planning of the stand had gone on for several months and the Saturday before, I went up to London to collect the back projection screen. Using this visual aid we could capture the audience's attention and talk to them without the distraction of a video. The Monday before the Show opened Don Lewis kindly transported me and the equipment from Basingstoke via Stroud up to the NEC. We assembled the stand ready for the 9.00 a.m. opening on Tuesday (Press Day).

Tuesday was generally a quiet day. (We were all too busy free-loading - Rosie). Wednesday I was joined by Tony Rose, plus Ken Stepney of the West Midlands Group. As half the visitors were local it was useful to have someone with local knowledge of what the group was doing. Thursday, and I just had time to show Stuart Finch and his wife where everything was before having to leave for a LARA meeting. Steve Harris also helped and supersalesman Ken Stuart helped enrol 20 new members on this day. Friday saw Dennis Hayter helping out from the local group, with Tony Rose helping again along with some Loddon Vale members.

Saturday and Sunday were the real hard days - 9.00 a.m. with queues outside until 7.00 p.m. and over 40,000 people through the doors. There was also the Mayoral reception after the show, but at least there were free drinks! Sunday seemed just as busy but strangely enough with twice as much litter as Saturday. It was nice to close up at 7.00 p.m., or just after when the last customer had gone. Why do people always come onto the stand at 6.59?

At last, the final day. This was definitely the best day to see the Show, not so many crowds, so plenty of room to see the exhibits and all the last minute bargains. I saw a sign saying a crash helmet had been reduced from £225 to £175 a £50 reduction, but it was sold anyway. Ron Carter and Ray Morse turned up for the photographs, etc. which were to be used at the Trentham Gardens Show.

We packed everything away and went home in the daylight - what a change! It was nice to sleep in my own bed again, and so back to work on Tuesday and any chance of a rest there went straight out of the window with a week's work to catch up on.

It was interesting to meet everyone, members and non-members. We had a farmer complaining that Bill Riley hand't notified him that he was claiming a lane on his farm, as well as riders of every age. It was nice to put faces to names that we don't see very often - I hope that I wasn't too much of a surprise in return! Many people asked for Brian Thompson, but he only seems to venture south for committee meetings. However, Tony Rose and Steve Harris ably assisted me on



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behalf of the elected officials and Peter Cookson, Ken Stepney, Dennis Hayter, Albert Billington and Paul Adnatt helped magnificently on behalf of the local group. If half the enquirers turn up at your meeting you will need a bigger hall.

We were all hoarse by the end of the Show, but I hope that we preached the gospel of trail riding to all interested parties. This is probably the most effective method for telling new members about ourselves and since we were offered a stand two years ago membership has increased by at least 50%, so I hope that the effort is worthwhile. Thanks once again to the MCA for allowing us to attend.

John Higgin, *Secretary*

JEDBURGH TO DERBY

In the summer of 1986, I planned and rode a green lane route from Dover to Land's End. For the summer of 1987, I planned a ride in the North.

The now familiar pattern was followed. Maps were bought and preliminary enquiries made to local TRF reps. My main problem was what to miss out. There are so many good lanes in the North that I could only pack a representative selection of the best of them into my one week's holiday.

Slowly the details of the plan fell into place. It would take two days to ride to the Scottish border from Cornwall on my Yamaha XT250 and Dave Giles very generously offered me overnight accommodation in Derby, a little over halfway up. I would spend five days on the trail, which would leave me the weekend at the end of my holiday to get home. This also gave enough flexibility to lose a day through, say mechanical breakdown and still have five days riding.

The most important difference between my ride in the North and the previous year's ride across the South was that from Dover to Land's End I rode solo, but in the North I was shown round the lanes by local experts. I love riding by myself. The ideal group size is one. There can be no argument, you can go at your own pace and really feel part of the countryside through which you travel. But the company of experts of the quality who joined me in the North added a new dimension to my ride. Their knowledge was vast and immensely varied. One moment I would learn about lanes used in trials competition, the next about a lane used by the Romans. I learned about techniques for riding bogs and for dipping sheep. There were two sides to their help with navigation. It did make it possible to cover many more lanes, but I missed out on the joy of successfully finding my own way across unknown country. On balance it was the best option for a first visit, especially when the mist rolled in across the Yorkshire Dales!

Alan Kind led me from the Scottish Borders to the edge of the Lake District. We met in Jedburgh, where I had camped overnight, and rode the Roman road called Dere Street, then a linking road to pick up Clennell Street which took us across the border into England. After the short, enclosed lanes of the South-West, it was exhilarating to stride over rolling hilltops on open grassland.

In the early morning of the second day, we climbed out of Weardale, buried in dense fog onto the heights of Grasshills Causeway. We stopped, basking in the sunshine, to look over the rolling banks of fog to the sea at Newcastle. Alan led me along turnpikes and ancient lead mining roads, before leaving me to make my way to a rendezvous in the Lakes with John Gillett of the Lancashire TRF.

John patiently guided me over the terrifying steep and rocky Gatescarth Pass, baking under a Saharan sun. We tackled the rather less terrifying but much busier Garburn Road and reached Lake Windermere in time for lunch. We spent ages chasing around the shops to find an airbed to replace mine which had punctured on the ride up from Cornwall. After setting up camp on the shores of the lake, we agreed that Walna Scar would have to wait for another time, a reluctant decision, but a wise one in view of the weather and the amount of riding that was ahead of me. I spent a lazy afternoon recovering from three and a half days hard riding, including the two days haul up from Cornwall in driving rain.

The next morning, I popped over Breast High pass to meet Gordon Thackray at Teebay for two days of sheer delight in the Yorkshire Dales. It was brilliant and I must go back again. So many long, grassy lanes strolled across the sheep-grazed Pennines that we were spoilt for choice. I saw several faces of the Dales weather, but would like to see the lanes in other seasons of the year to get a true picture of the area.

My final day was to have been a solo run using maps marked up by Ken Lomas. The map marking was very carefully thought out to give a string of challenging but not impossible lanes for a bike loaded with camping gear. In fact, Dave Giles, my host on my journey north, was so taken by my ride that he determined to join me for the last day. Once again the company of such a knowledgeable local expert added so much to the day. Somehow we seemed to spend all day chatting, yet ride lane after lane after lane.

My final evening was spent in the luxury of Brian Smith's home, where he and his wife had prepared a feast to mark the end of my ride.

As I rode homeward the following morning through the driving rain, I was conscious above all of two things for which we should all be very grateful: first the magnificent countryside throughout Britain, threaded by such an intricate, varied and exciting system of green lanes; but second, and more important, the members of the TRF who know these lanes so well and who were so willing to share their knowledge with me.

Thank you, all of you, who helped to make my week so memorable. If ever I can return your hospitality, I shall be only too willing to do so.

Finally, to anyone who thinks trail riding is no more than tagging on to the local group run each month, perhaps it's time you made more of your TRF membership. Why don't you get your maps out and plan something a bit more ambitious for yourselves. The TRF has the ability that no other organisation has, to enable you to ride green lanes anywhere in our magical island. Make the most of it!

Ian Thompson, Cornwall

ROAD TEST — HONDA TRANSALP

by Rosemary Marston

Launched in 1987 the Transalp 600V was, as Honda say 'developed from a new concept to broaden the pleasure of motorcycle touring. Our goal was a new kind of motorcycle that would make riding a joy'. So why call it the 'Transalp'? The name goes back to 1976 when a group of six riders on a variety of machines set out from Graz in Austria to ride across the Alps to Monaco. The following year, Honda organised the event, named the 'The Transalp Rally'; something akin to our National Rally albeit over 22 days, comprising a 2000 mile journey with checkpoints. So, to recreate the spirit of adventure in riding over this rough terrain, Honda called their new touring/trail machine the 'Transalp'. This is all very romantic stuff, but I would have said the Transalp followed more the lines of the Paris-Dakar 'enduro' racers, but in a more sophisticated style.

I confess when I first saw the Transalp in 1986 I was very sceptical of its on and off road capabilities, suspecting it would excel at neither, fail at both. However, not to pre-judge, when it came to actually riding the thing, I really did not know what to expect from this hybrid 'twixt roadster and trail iron.

Much is written about how Honda's successful Paris-Dakar machines were instrumental in the Transalp's design. However, the engine has more in common with the humbler VT500, being generally a larger version of that slim motor – a 583 cc SOHC unit with three valves and two spark plugs per cylinder. Similarly, to eliminate inherent primary vibration, this 52° vee-twin uses the offset dual crankpin arrangement to attain the smoothness of a 90° vee. There is still some vibration apparent, but this is carefully glossed over in the sales bump and described as 'rhythmic pulses'! The intake system features a large airbox situated under the fuel tank, of 'vertebrae' appearance and two slant-type 32 mm VD carburetors situated between the cylinders. This all adds up to a claimed output of 55 bhp @ 8000 rpm – which is actually only 3 bhp up on the VT500. Liquid engine cooling is via two unobtrusive aluminium radiators, the right hand of which being equipped with a thermostatically controlled electric fan auxiliary cooling, although generally the temperature gauge never left the lower reaches, and only once invoked the fan to work when on a photo session along the trails on a boiling hot day. Unfortunately, Honda have opted for chain final drive, as opposed to the VT500's shaft, no doubt to utilise their mono-shock suspension, I should have thought a shaft would have appealed more to the touring rider, particularly if they ride their Transalps along dusty tracks. Indeed, the chain needed constant attention during the test period which comprised road and trail work.

The frame, needless to say, owes nothing to any previous machine and is a new design. The double loop cradle is constructed of box section lightweight steel, and uses the engine as a stressed member though the rear sub-frame is of conventional tube steel. Honda claim that the stiffness of this frame is about one and a half times that of conventional cradle. Of course, this is all painted silver to look like aluminium (yawn!).

Suspension at the pointed end features a pair of sturdy 41 mm telescopic forks with 8 ins of travel; rear suspension utilising Honda's Pro-Link system of the same construction as the Paris-Dakar racers with 7.5 ins travel. Spring pre-load is adjustable, though full marks are awarded for awkward adjustment via screw thread and locking ring arrangement – taking half an hour to soften the suspension and bring the seat height down by around 0.5".

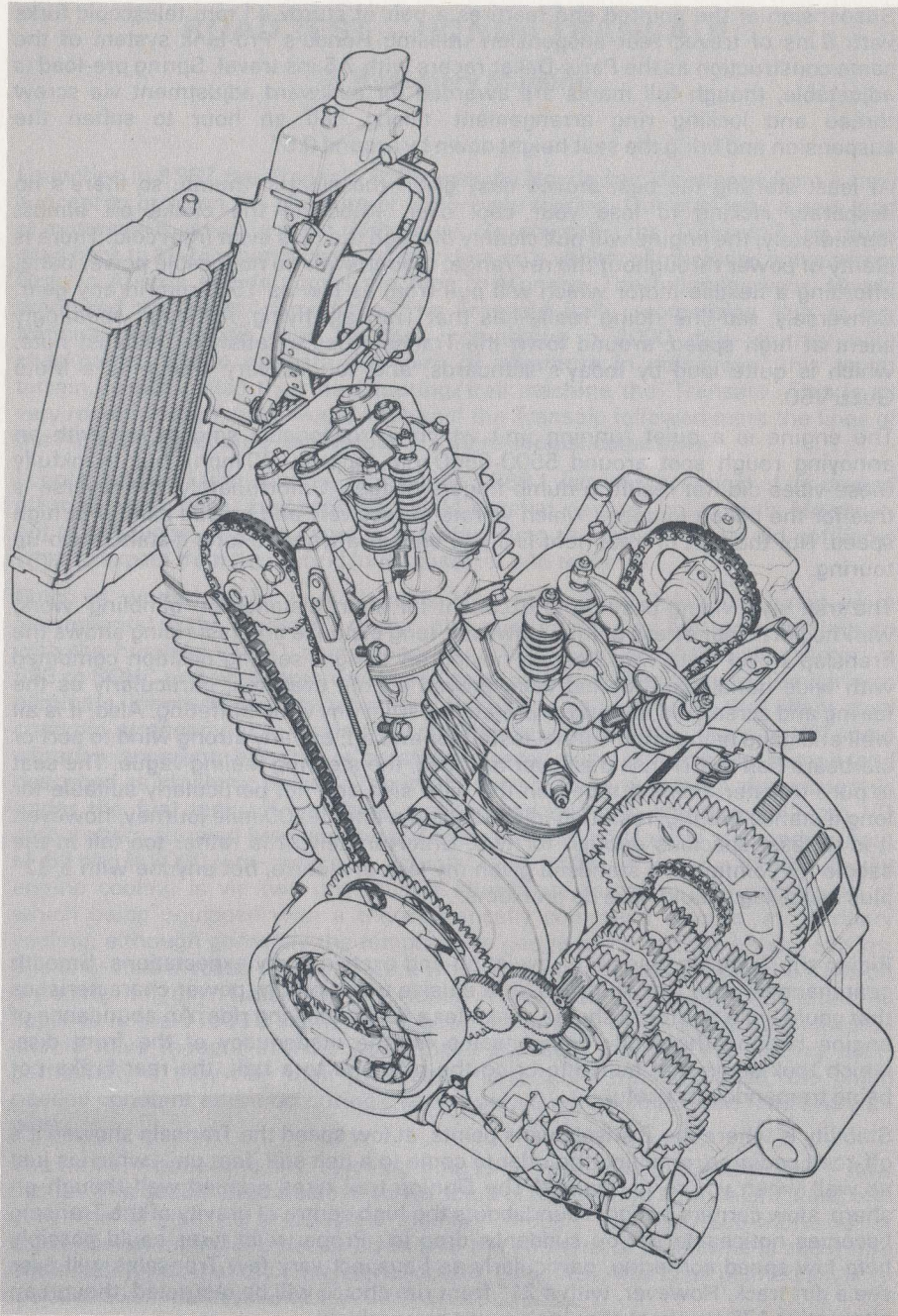
At least starting the best proved easy given the electric thumb, so there's no desparate kicking to lose your cool over. Knocking the choke off almost immediately, the engine will pull cleanly through the revs even from cold. There is plenty of power throughout the rev range, though with no noticeable power band, affording a flexible motor which will pull from as low as 1500 rpm in any gear. Conversely, red-line riding really has that Transalp flying. Although seemingly silent at high speed, around town the Transalp has a satisfying exhaust note, which is quite loud by today's standards, and sounds very similar to a Moto Guzzi V50.

The engine is a quiet running unit which is reasonably smooth yet with an annoying rough spot around 5500-6500 rpm (approx. 70 mph), but thankfully these vibes did not result in numb fingers or toes. Unfortunately, the reverse is true for the pillion footpegs which vibrate excessively and proved painful at high speed. Not the sort of treatment likely to endear anyone to long distance two-up touring.

The trail style riding position is excellent for short distance or 'bimbling' work, with no particular stress points. However, long distance and fast riding shows the Transalp's trail style weakness in having an upright seating position combined with wide handlebars. Speed work proved a little tiresome, particularly as the fairing and screen did nothing to protect me from any wind buffeting. Also, it is all well and good being wind-tunnel tested for and aft, but any strong wind to port or starboard had the Transalp all over the road, the steering feeling vague. The seat is pure trailster, being a touch on the hard side and not particularly suitable for long distance touring, resulting in a numb bum after a 200 mile journey, however, it is at least spacious enough for two. Unfortunately, it is rather too tall in the saddle for comfort at a standstill given my lack of stature, but anyone with a 32" plus inside leg should have no problems.

Riding the Transalp was pure revelation and exceeded my expectations. Smooth gearchanges, with just neutral a little elusive occasionally, power characteristics that could put a tractor to shame, make for a very satisfying ride. An abundance of engine braking thankfully compensates for the inadequacy of the front disc, which took some real heave to bring the machine to a halt, the rear brake not being tremendously useful.

Stability is where the Transalp wins points, at low speed the Transalp showed it's off-road pedigree, enabling the rider to come to a halt still 'feet up' – which is just as well when you're my height! The Dunlop trail tyres gripped well though on sharp, slow corners or tight roundabouts the high centre of gravity of the Transalp becomes noticeable as you suddenly 'drop in'. Proper road tyres could possibly help low speed cornering, particularly as I suspect very few Transalps will ever see a dirt track. However, with a 21" front rim choice will be restricted, though an alternative 17" rear boot shouldn't cause any problem.



The ins and the outs of the Honda Transalp

Fast long sweeping bends are well within the handling capabilities of the Transalp, maybe not feeling as taut as something in the race-replica league, but then you don't buy a Transalp for scratchin'. I never once felt unsafe cornering and at least you still feel in control of your own destiny. Only at speeds over 90 mph does the 600 start to show trail bike twitchyness, becoming extremely light up front and excitable round the naggery bits; soft suspension doing little to help overall tautness. Overall I was impressed at the way the Transalp could actually be sung round the bends, leaving many a road bike behind on one particular run, yet on the motorways it could similarly eat the miles with ease.

Unfortunately, whilst eating the miles, it also drank the fuel, with consumption at high speeds an unimpressive 40-45 mpg. Only at consistently slower speeds (below 70 mph) could we coax anything better - 55 mpg, but generally fuel stops had to be made every 150 miles which is not my idea of a touring machine.

You can't fully test the Transalp without taking it green laning, so opting for some easy lanes, I still readily handed over the keys to Pete - knowing I wouldn't have any chance of 'dabbing' if the going got tough. Following the Transalp aboard my small trail iron, I was impressed at the way it coped on the kind of rough track

terrain that this machine is designed for. Anything too narrow is out due to the bulk of the machine, and also severity in the way of ruts, rocks or boulders as the Transalp's weight became apparent, because although a lightweight machine on tarmac, it is actually heavy for a trail bike. Given the low gear ratios, green laning on the Transalp is best tackled in the higher gears, as throttle response is very snatchy in first.

Instruments and switchgear are well up to Honda's usual high standard even with the appearance of being a little chunky, this falls in with the robust style of the machine. The headlight afforded an adequate beam, but the cut-off on dip was too sharp, and I really think something brighter is necessary, particularly if transcending hairpinned mountain passes in the dark. Standard screw-in type rear view mirrors are a rarity, but offer a good, clear view. Hand protectors, flexible mounted indicators and fork gaiters are a nice touch, but why not go the whole way and fit folding levers and security bolts as well? The sidestand was a joy to behold after the flimsy, mousetrap efforts fitted to so many of today's machines, it's only failing being that it keeps the machine too upright. Touring equipment is minimal, with only a small 22 lb capacity rear rack as standard. There is little other packing space available though the French are now marketing a tailor made tank bag.

Unfortunately, whilst the silver paintwork finish is excellent, the overall finish is only reasonable, marred, as are so many modern machines, by the use of transfers, which, even with the use of a protective towel, were scuffed badly after using throwaway panniers. The metal plate over the rear exhaust down pipe was already losing paint and other frame parts had paint flakes missing, whilst the plastic sump guard may look macho and be protective against rust, I have my doubts about it protecting the engine against a large rock. And so to the 6 million dollar question—the styling—you'll either love it or hate it. The Transalp is certainly a machine that looks larger than life, due mainly to the bulbous integral fairing though it certainly looks better in silver than in white.

I must admit the Transalp surprised me, not the least because of the under £3000 price tag, and it was certainly not the white elephant I had expected. The whole essence of the Transalp being that it was such a fun bike to ride; in a class of it's own you don't have to race the 'competition' or the opposition, but it sure amazes folk when you do! I hardly think they'll be a best seller amongst British trail riders as no one in their right minds would attempt anything of much severity on the Transalp, but if touring and pottering down green lanes/tracks is your forte then this machine may well suit you. After all many folk do the same on the BMW80G/S, a machine that surely has not attracted so much scorn from the unwashed masses.

Specification - Honda Transalp 600V

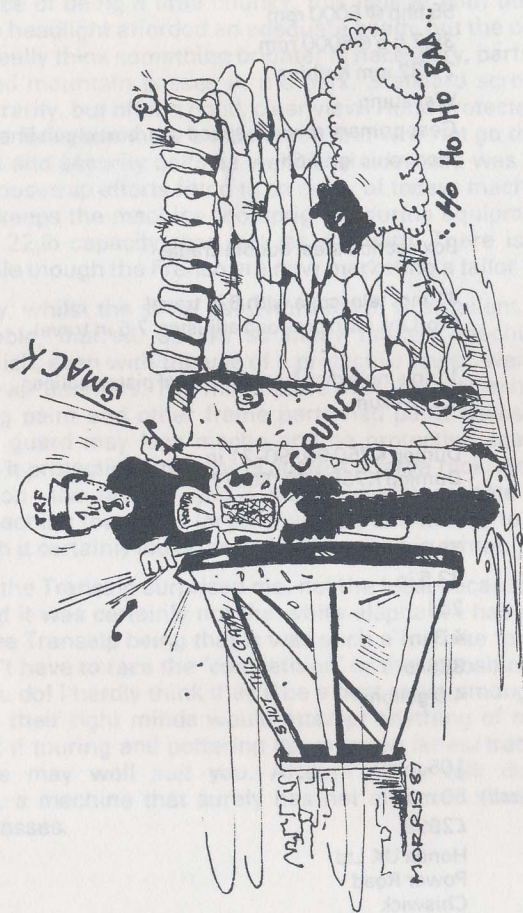
Engine Type	Liquid cooled 4-stroke, 2-cylinder 52° vee-twin, SOHC, twin spark plug, 3-valve heads
Displacement	583.1 cc
Bore and Stroke	75 x 66 mm
Compression Ratio	9.2:1
Maximum Power	55 bhp @ 6000 rpm
Maximum Torque	39.7 ft lb @ 6000 rpm
Carburettors	2 x 32 mm Keihins
Lubrication	Wet sump
Transmission	Gear primary drive, 5-speed gearbox, chain final drive
Ignition	Electronic ignition

Chassis	
Frame	Box section steel double cradle
Suspension	
Front	41 mm telescope with 8 in travel
Rear	Pro-Link with pre-load adjuster, 7.5 in travel
Brakes	
Front	11 in single disc front with dual piston caliper
Rear	5.2 in drum
Tyres	
Front	Dunlop K750 90/90-21 in
Rear	Dunlop K750 130/80-17 in

Dimensions	
Wheelbase	59.3 in
Seat Height	33.5 in
Rake	28°
Trail	4.3 in
Dry Weight	386 lb
Fuel Capacity	4.0 gallons

Performance	
Top Speed (indicated)	105 mph
Fuel Consumption (overall)	50 mpg
Price	£2999
Machine supplied by:	Honda UK Ltd. Power Road Chiswick London

NEXT MONTH — XR250 Owners Report.



EVER BEEN HALFWAY THRO' A GATE?
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TRAIL RIDING AND NOISE

Much has been written on the subject of motorcycles and noise. The deep throaty roar of a Manx Norton, the harsh crackle of a highly tuned two stroke and the busy whirr of a modern multi are all part of the ethos. Lots of noise maybe music to the ears of some bikers but to many non-believers it is simply a nuisance and is often used as a reason to ban everything.

The noise created by our own activity, trail riding, can be particularly contentious since it occurs in the countryside which is normally quieter than urban areas. That is it would be were it not for noise from tractors, combine harvesters, chain saws, shotguns, aircraft and yapping dogs.

As an Environmental Scientist, albeit one specialising in air pollution, I thought it would be a good idea to discuss noise and trail riding from a scientific point of view and carry out a few objective experiments. I am fortunate in that working for London Scientific Services I have access to equipment that allows me to undertake this type of study. After discussions with my colleagues in the Noise Group I obtained a simple noise meter to measure noise levels whilst we were out riding.

At this point it might be a good idea to explain a few points about noise and it's measurement. Noise volume, as most people already know, is measured in decibels (dB). Because it is a logarithmic scale an increase of 3dB is equivalent to a doubling of the noise level. Noise is made up of sounds of different frequencies and this is measured in hertz (Hz). To measure the sound level in dB can be a little meaningless since the human ear does not respond equally to all frequencies. It is necessary to bias or weight noise readings to replicate this human hearing response. This is where the 'A' bit of dB(A) comes in and shows that the measurements have been made to take this into account.

When noise measurements are made it is a good idea to have standards and comparisons to put some perspective into the measurements. Also it is important to control as many variables as possible so that the noise readings are meaningful. With this in mind I have measured the typical noise level of several day to day situations. The values quoted are average sound pressure levels rather than peak levels and where taken on a slow response setting to dampen out sharp peaks. These are shown below:

Situation	dB(A)	Distances (metres)
Quiet bedroom	<30	
Television	50-60	3
Busy dual carriageway	60-70	20
Inside stationary Escort XR3	60	
Inside XR3 @ 50mph	70	
Inside XR3 @ 70mph	75	
Hovermower	85-88	1
Petrol lawnmower	85	1
Group conversation	65-75	
Walking (inc. splashing and clumping on rocks)	60-65	

A study of the standards shows that even everyday situations can be noisy. In particular lawn mowers are horribly loud, the silencing on petrol powered ones being particularly abysmal.

Since a group of us were going to the Peak District for two days, I thought it might be a good opportunity to carry out the experiment. The basic idea was to measure the noise levels under identical riding conditions. Seven bikes were used representing a good cross section of trail machines. I have tabulated the results below mentioning the conditions under which readings were taken. The weather was far from ideal being windy and wet, however I managed to make a few measurements.

Riding quietly past at 20mph, 2 metres from meter	dB(A)
Background	50-52
Honda XL125	70
Honda XL185	69
Suzuki PE175 (aftermarket exhaust)	80+
Honda XR350	68
Honda XL250	72
Kawasaki KDX175	76
Honda XR250	72
Hard acceleration on road, 4 metres	
Honda XL125/185	75
Kawasaki 175	85-90
Suzuki 175	90+
Cars passing during above tests 30-40mph Wet Road	70-80

I learnt that wind is noisy too!

It is interesting to see that the highest levels recorded are from the two strokes, especially the PE. The owner of the PE bought his bike with an after market system already fitted. He has since tried to collect the quieter OE item from the original owner, only to find it had been thrown out. This is not to say that two strokes are always noisy, since some of the latest learner legal 125s are very quiet. Even the powerful KDX200 is reasonably silenced and still puts out well over 35 bhp. The main problem is with some of the aftermarket exhausts. Recent legislation will hopefully tighten up on this problem. In fact it might be worthwhile enlarging on it here.

The Motorcycle Noise Bill empowers local trading standards officers to seize any replacement exhaust that does not have either 'not for road use' or a BS AU193 stamp. Also if you have a machine registered after 1st January 1985 then its exhaust system must comply with the above regulations.

Probably the biggest noise controller is in the riders right hand. Even the quietest of machines can be made to be noisy if too much wrist is applied to the throttle. The simple rules are, keep the standard silencer or an approved after-market one and be considerable with the revs and the gas.

Steve Neville

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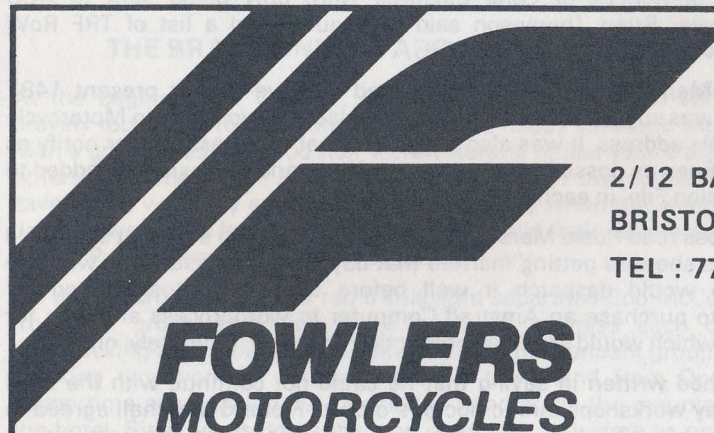
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SUMMARY OF EXECUTIVE COMMITTEE MEETING

held 19th September 1987

1. Best wishes were expressed to Rosie Swindells/Marston on her marriage. Don Lewis asked that the statement that he said that 'numbers of motorcyclists gave a bad impression' was misinterpreted and that he intended that one competent spokesman would put the case better than several people.
2. John Higgin, Secretary reported that his house move had temporarily reduced the time available for trail riding matters, but fortunately there had not been too many matters of urgent concern. He had been organising the stand for the International Bike Show and hoped that the many potential members given the meeting places of their local groups at the show would be made welcome when attending the group meetings and recommended a beginners ride. There have been many Sports Council Seminars throughout the country and our presence helps to show that we are a responsible body. The Midland Area Sports Council wished to meet us but a date was yet to be arranged. After helping with a horse enduro in May we had received several requests for help and had participated in the work for the Windsor to Paris Horse Ride. The majority of the route planning and job allocation had been done by Don Lewis which was appreciated. Some disquiet was expressed that copies of notices of Lane Closures were only being sent to ACU representatives. Brian Thompson said he would send a list of TRF RoW representatives for forwarding to LARA.
3. Tony Rose, Membership Secretary reported that we had at present 1487 members. It was suggested that an advert be placed periodically in Motorcycle News with his address. It was also suggested that the Press Officer notify as many magazines as possible and take out adverts and if possible be added to the 'Information File' in each issue.
4. Seymour Moss read Rosie Marston's Editors report which said that she could not attend as she was getting married that day. The next issue was with the printer who would despatch it well before the AGM. Rosie asked for permission to purchase an Amstrad Computer to wordprocess all items for the Bulletin which would speed up production and save, ultimately, on costs.
5. Dave Giles had written in saying that he could not continue with the local Rights of Way workshops due to doctor's orders. Richard Marshall agreed to notify the people who had applied to him. Enclosed with the note was a cheque from the Countryside Commission towards the expenses of the National Rights of Way Conference.
6. Brian Thompson, Rights of Way Officer, reported that due to the efforts of Howard Wadsworth he now had a proper office to work in. He had visited local groups starting up in Dorset, West and Mid Wales. The Secretary pointed out that none of these groups had yet applied for official recognition. Brian said that there were few byways in Mid Wales and some tracks were being negotiated on a permissive basis. In Derbyshire the police had intended to prosecute 2 riders on Chapelgate but dropped the case, a similar affair on the Duke of Norfolk Road had been settled over the phone for 2 non-members.

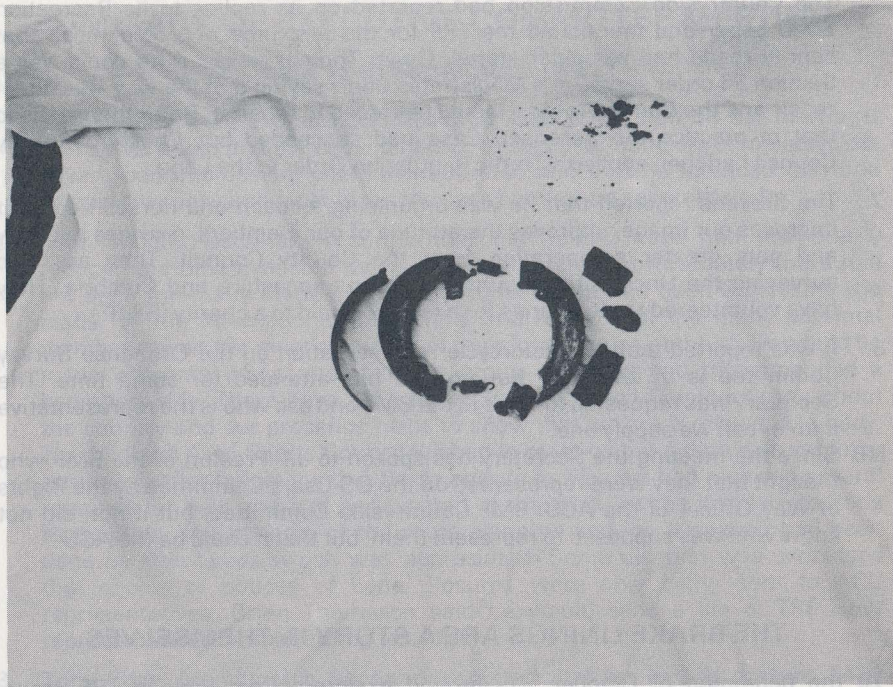
The Countryside Commission had reported on its replies to its Recreation 2000 paper and mentioned the TRF for the first time and recognised that county roads had vehicular status. Gwyn Thomas asked if he could use a Section 56 order served at a Magistrates Court saying that the way was out of repair and the County Council would be forced to repair it. Brian then advised that in practice the Sorensen Case had succeeded but Cheshire County Council had then applied a Traffic Regulation Order to the Lane.

7. Tim Stevens reported that he was organising a coach and horses ride as it improves our image, improves the attitude of our members, provides publicity and gets greater co-operation from the County Council. They are also surveying the Unclassified County Roads in Lancashire and Cumbria. They have volunteered to clear lanes for a fee to be paid to a charity (B&BT).
 8. It was reported that the motorcycle representation on the Ordnance Survey Committee is by the BMF but no one has attended for some time. The Secretary was requested to write to the BMF and ask who is the representative and/or can we supply one.
- NB** Since the meeting the Secretary has spoken to Jill Preston of the BMF who thought that they were represented on the OS Users Committee by the Rights of Way Officer of the ACU/BMF Countryside Committee, but if not, did not know who was supposed to represent them, but that it could be the ACU.

THE BRAKE LININGS ARE A STORY IN THEMSELVES

At the beginning of October, 19 intrepid explorers from various TRF groups bravely took ship from Heysham to spend a happy weekend exploring the Isle of Man's green roads. A good half were veterans of last year's trip and most of the others had ridden there at TT or Manx time. I won't say too much about the riding save that it was very enjoyable on the Saturday when the weather was glorious, Jerry Dawson and family at the Queenscliffe did their usual excellent job and the Steam Packet Company were quick and efficient.

On the Saturday morning a red traffic light separated Bob McConnell and myself from our group and leader. We managed to miss each other during the backtracking and, ultimately, we set off as an independent group of two. We had a cracking day working clockwise around the Island from Douglas until, with supertime approaching, we decided to head down the mountain circuit back to the hotel. Since I was doing the map reading it will come as no surprise to learn that we turned the wrong way of the 'Millenium Way' and headed towards Ramsey instead of Douglas. As we approached Waterworks Corner, with my XL250 just in front of Bob's at around 45mph (it was downhill, going way), my front wheel locked solid with a loud bang and I was chucked clean over the top of the bike, landing on my front on the tarmac. As seems usual in these instances, everything happened in slow motion and my only thought was to get out of the way of the bike before it squashed me! Luckily the bike went down flat on its side and stayed there (no legshields!) and immediate damage to myself seemed to be a whacked knee and a good shake-up. Bob's reactions were on top form that day (finely tuned after a day of my map reading, Bob?) and he managed to miss all the bits and bodies. We propped the XL against the bank and surveyed the damage. It was apparent that something catastrophic had occurred with the front drum - the



The peril of using pattern parts

brakeplate was broken across and the wheel immovable. We took the wheel out and, using tyre levers, removed the plate. The reason was then obvious – the brake linings had come loose from the shoes (not rivetted) and the shoes had been turning inside them, giving a braking effect. One lining had decided to pick that moment to catch a shoe. The shoe had one end broken away and its mate was also cracked across. The whole lot had then punched into the brakeplate. Not a pretty sight.

The wheel spindle had also suffered in the prang and Bob had to find a phone to summon help from the Queenscliffe. A pick-up took the bike to the ferry quay and myself to the hotel where damage to gear and clothing was surveyed. I was wearing an insulated nylon jacket, Ellgren trials jeans and waxed-cotton trousers over. The jacket stood up well, despite both arms/elbows being scuffed. The overtrousers were holed through a knee and the padding on the jeans stopped that bang being much more serious (I know I should have been wearing knee-guards and I shall in future). I landed in a kneeling position (Please, God, I'm too young?) and both hands took a solid thump, wearing through leather MX gloves. My new and rather pricey Bob Heath 'Flip visor' took a deep scratch right down the middle, but not a facial mark on me.

It could have been very much worse – had we turned the right way on the Circuit we may just have been approaching the Creg at rather higher speed when it happened. I still have a very sore knee and stiff hands, but, in truth, I got away very lightly. That was the first time I have fallen on a metalled road for the thick end of 19 years – it makes you think!

The brake shoes are, as you may have guessed by now, cheap pattern parts. They were in there when I bought the bike secondhand and they looked OK. How many people would examine a new purchase for pattern bits? Not many, I think. The trade bodies tell me that, from the markings (three triangles arranged like the blades of a fan) the shoes are Taiwanese.

You might like to ponder the above next time you have the front wheel out or are in the market for new shoes.

Alan Kind

BUYERS GUIDE

Though new bike sales are down from 310,000 in 1980 to 90,000 this year, some 4000 new trail bikes are sold every year. As the trade are ever eager to point out fewer than 500 of those are bought for serious green laning.

The biggest selling trail bike in 1987 is the Kawasaki KMX125 at £1399 with 800 sold so far. Available in 12 bhp and 24 bhp versions, it is a very capable serious trail bike and at 220 lbs much easier to heave out of those muddy bogs than the 250's.

The next best seller is the Yamaha DT125LC at £1250. My favourite is the Suzuki DR125 at £1229. A four stroke, this is much more pleasant to ride behind.

The Honda MTX125 is £1229 (though the new yellow and black livery hardly blends with the countryside) and still available by order is the MTX200 at £1300; though I do keep hearing about overheating problems after hard work in low gears.

The Suzuki TS125X 2-stroke at £1219 is the cheapest of the mono-shock lightweights, though heavy on fuel. The bargain basement however must be the KE125 – air cooled and twin shocked, one wonders how much longer Kawasaki will retain this essentially 13 year old model.

Moving to the serious 250/350 class is the enduro Honda XR250, at £1950 is very popular in some TRF circles. Cheaper is the Kawasaki KLR250 at £1750 but it is rather top heavy and also big for a 250. The better Yamaha XT350 costs £1949. Many members reckon it makes a good all round trail bike.

Any of the larger 600 plus machines just aren't practical.

Brian Thompson



Suzuki DR125 – Brian Thompson's choice

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.

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 'Printess', 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).

TRF-Registered Special. Suzuki 100 frame (epoxy coated), yellow plastics, knobbies, lights, rack, Yamaha XT250 engine, taxed. Very light. £400. Mike Smith, Stafford 0782 70469.

HONDA MTX200 'B' ref. O-ring chain, new MT43, road use only, ideal trail machine, immaculate condition. £745 ono. Phone Weymouth 833212.

Choice of two DR400's both 1980, good running order, low mileage, well maintained, long MOTs. One extensively modified for trail use approx. 22,000 miles, one as original, new valves and rebore (not run in) approx. 31,000 miles. Either for £500 ono including 'rescue bar' trailer (wheel-base). Also bolt-on green lane sidecar to fit - POA. Ring Colin 0734 696783.

KAWASAKI KLR250, reg 11.7.85, 4000 miles. Unusual for one year. Lightened and sensibly modified for trail use £925. Possible p/x. Bolton 0204 20559.

Pair of Michelin T61 tyres 400×18, 300×21, as new £30 posted (£55 new). Sammy Miller exhaust for XL185 £10. OS maps Liverpool (1952) and Manchester (1947) free to TRF member. Steve Thomas 0249 656663.

Improve your XL. 35 mm forks, front wheel, tyre (XT125) £20. 13.5" gas shocks. SP/XT £10. TLR frame with S/A and shocks, fits XL wheels, forks and engine, £40. Bolton 20559.

YAMAHA XT250 1981 MOT and taxed. Excellent condition. Road use only £400. Part exchange for XL185, DT175 or similar in good condition plus cash difference. Tel: Linda 0524 735338 or 88442 (Lancaster).

WANTED

20 litre or standard petrol tank for twin shock XR500 or XL500. Tel: Weymouth 0305 775972.

COPY DATE FOR BULLETIN 124
21st December 1987

TRAIL RIDERS FELLOWSHIP

Group and Group Rep.

BRISTOL

Ian Hingley
70 Crockerne Drive, Pill
Bristol BS20 0LE. 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
Brampton Hotel

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
Wooton Hall, Barnwood
(off Walls Roundabout)

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 41 136

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

Ray Morse, 4 Sidmouth Ave,
Baswich, Stafford
Tel: Stafford 661543

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 & Grapes
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 583812

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
Pied Bull, Farningham, Kent

SOUTH LONDON

Brian Wright, 2 Orchard Road
Sutton, Surrey SM1 2QA
Tel: 01-669 4214

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

SOUTHERN (HAMPSHIRE)

Peter Wildsmith, 5 Meynell Close
Eastleigh, Hants SO5 4DZ
Tel: 0703 617582

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 6129

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