

**WEST YORKSHIRE**

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Wooldale, Holmfirth, W. Yorkshire  
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**WEST WILTSHIRE**

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**WYVERN**

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Wolverhampton WV3 9EU  
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# TREE TRAILRIDERS FELLOWSHIP

Bulletin 124 February/March 1985



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

## TRAIL RIDERS FELLOWSHIP

Bulletin No. 124

February/March 1988

### FUTURE EVENTS

#### FEBRUARY

21st Shropshire Group Run. Contact Dave, Ellesmere 2772

#### APRIL

8th - 10th Yorkshire Dales 'Serious Trail Weekend' based at Hawes, Wensleydale. Run fee £1 per day. Contact Brian Thompson, 39 Warren Road, Thorne, Doncaster. Tel: 0405 814388

#### MAY

8th Derbyshire Green Lane Run - suitable for beginners, road bikes, etc. Baslow Start. Contact Brian Thompson

### LOOKING AHEAD

#### SEPTEMBER

24th/25th TRF Weekend in Wales. Details from Charles King, 11 Sycamore Rise, Wooldale, Holmfirth HD7 2TJ. Please include SAE.

These dates are only a representative few. Most Groups organise runs at least once a month, contact the Group Rep for details (addresses inside back cover).

Brian Thompson is willing to organise a trail run in Mid Wales or the Lake District if someone in the north has a spare place on a trailer.

Cover Photo: Alan Kind and Geoff Wilson on their 'Ride for Access'

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Don't forget that as an affiliated club of the BMF, TRF members may obtain discount at many motorcycle 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 of Spalding.

#### National Secretary

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Tel: (0256) 814350

#### Membership Secretary

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#### National Rights of Way Officer

Brian Thompson, 39 Warren Road, Thorne, Doncaster, S Yorks  
Tel: (0405) 814388

### OBITUARY

#### Ann Moss

I am very sorry to hear that the wife of our Chairman Seymour Moss, died on 23rd January 1988. Our deepest sympathy go to Seymour and his son at this sad loss, and if there is anything any members can do please ask us.

It is with deep regret that I learned of the death of Jean Sutton at the end of 1987. I have known Jean for many years, initially through WIMA, and indeed Jean was Guest of Honour at the 1987 International WIMA Rally. Many more will know of this marvellous lady through Dick and Jean's excellent B&B facilities in mid-Wales. On behalf of the TRF I should like to pass on our sincere condolences and best wishes to Dick Sutton.

### EDITORS RAMBLINGS

I think Editor's stumblings would be more appropriate this issue as I write this over the Christmas Holiday in between eating and drinking. It is also the first issue to be typeset using this new fangled technology so anything may happen!

The gremlins struck at the bulletin printers with a fire the eve of moving offices. This seriously delayed not only our bulletin but all Rick's work. I'd like to thank Rick for still managing to despatch the bulletin before Christmas - hope no one received a black 'carbon' copy.

Further to a plea from the Cumbria Group Rep I should like to reinforce his request that ANY one or group wishing to ride in the Lake District please contact the Cumbria Group FIRST. This popular and extremely sensitive area offers some superb riding; riding that could be lost forever if we do not use our discretion in numbers and timing of runs.

And so, with KE finally running (again), its back to the 'ampshire mud ... and I thought Bawtry was muddy!!

## LETTERS

Yes, a TRF member from Scotland. I read with much interest in Bulletin 121 about us so called low profile, no publicity merchants. I must disagree!

I joined the TRF in January 1987, just what was wanted, an 'off' road, non-competitive motorcycling club. Even the MCA and local press all said join the TRF to keep legal. Not one route was ever printed in the mag. I did not know where to find out legal routes so I wrote to the 'Scottish Rights of Way Society' and explained my needs. I bought their booklet, which was no help as their interests are for walkers and cyclists only. So another dead end, despair!

I would gladly pay double the subscription if more routes, legal info, was made available. I hope to start a local group in the spring of this year, so please more info on trails in Scotland.

Desperately seeking information!

Derek Purdie, East Kilbride, Scotland

Can anyone help? Has any member ridden any of the General Wade Roads? Write in, let me know - Rosie.

I would like through the Bulletin to express my thanks to TRF member Ian Godden of Richards Castle for supplying marked up maps of Shropshire for a weekend ride in November. A big thank you to Ian also for loaning an almost complete stranger his XT after my AJS had expired in a big way on the Saturday. Without Ian's help there would have been no riding for me on the Sunday. People such as Ian really make our club a Fellowship.

Phil Sampford, Cambridge

I am writing to ask if anyone has ridden green lanes in France as it has been suggested that we take a trip there next year. Any help would be much appreciated.

Nick Moon, 88 Ship Lane, Sutton-at-Home, Dartford, DA4 9EE  
Tel: 0322 862855

Bigotry is indeed one of man's worst vices, as has recently been proven to me on two occasions. The first rude awakening I had occurred when I was persuaded to try a bottle of Californian wine, which was superb. Previously I considered anything not emanating from France fit only for radiators! Oh how wrong can you be.

The second shock was when a friend persuaded me to part exchange my old untrusty KL250 for a nearly new TS250X Suzuki. Big deal you may say, but to someone who thought 2-strokes were only fit to power chainsaws and lawn mowers it was a major step. However I badly wanted something reliable and I was

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*informed 2-strokes tend to be reliable if nothing else, and easy to re-start having landed upside down in a ditch on top of you. In the Suzuki's case this is certainly so. It also has the added bonus of not breaking so many ribs due to its lighter weight. The other advantage 2-strokes appear to have is that they fire twice as often as 4-strokes, thus giving a smoother power delivery reducing the chances of stalling which, in my inexperienced hands, is frequent. Certainly tackling the vast expanses of mud we have in Suffolk, in 3rd gear at moderate revs with a reasonable momentum, seems more effective than high revs in 2nd gear at slower speeds.*

*The power band is fairly peaky but coupled with the excellent handling makes it great to ride on tarmac. Top speed is high enough to allow 60 mph cruising and the seat is comfortable. The handlebars seem a touch narrow making it uncomfortable to stand on the pegs, but a new set of bars will cure that. Fuel consumption seems frugal enough, giving it a useful range when coupled with the 2.5 gallon tank.*

*My only real complaint is that there is no tacho, although I understand the 125 version has one! The exhaust, whilst not as silent as a Kawasaki KMX125, is quiet enough, even if it does sound like a hornet with it's backside on fire. As for the designer yellow and blue colour scheme, well ...*

John Alson, Acton, Suffolk

*Whilst shaving recently, several thoughts came to mind:-*

- 1. £500,000 has been allocated for footpath repairs in the area.*
- 2. There is a 40 ft wide scar of bare mud on the path to Ingleborough.*
- 3. I am told some 500 people pass this way at peak times (no pun intended).*

*What a wonderful opportunity for TRF PR, think of it:*

*A short path paved with the slabs of stone already there in abundance;*

*A dry stone wall flanking the walk to blend in with the surroundings;*

*A brass plaque inscribed 'Conceived and built by members of the TRF'.*

*I have outlined the idea to a few committee members and so far no one has any objections. Even if the powers that be turn down the offer, it would still be good publicity.*

Brian Wright, Sutton, Surrey

## **RIGHTS OF WAY NEWS - Brian Thompson**

### **LANCASHIRE**

Lancashire Police have dropped charges against a TRF member and other non-TRF members for riding their bikes on a bridleway at Rossendale. The police accepted that the green lane was subject to a TRF Byway claim and had doubts about proceeding further. Thanks to Peter Halstead for a well researched claim.

### **SOMERSET**

In contrast to the Lancashire case it looks as though the Crown Prosecuting Service are to take the Somerset Group Rep to court for riding a motor vehicle on a bridleway. The onus is now on the TRF to prove to the magistrates that this is one of about 2000 bridleways throughout England and Wales that OUGHT to be a Byway.

### **GOOD PUBLICITY**

The latest Fleet Street national newspaper 'The Independent' has published one of the fairest and most tolerant TRF articles since the Guardian in 1981. Tony Gearing went out on the Ridgeway with the TRF and has written a first class article. Thanks must go to the BMF who set this up initially.

### **CLAERWEN TRACK LOSS**

The total blockage to all vehicle users of one of the longest and best loved trails in Mid Wales is reported. This news comes as a tremendous blow to all those many trail riders who have ridden in what is regarded as the best trail riding area in Britain. The track is now obstructed near the Powys border in Dyfed near Claerwen Farm where the track becomes low lying before it joins the Monks Trod. Monks Trod, a Byway, is safe, at least for the moment.

### **GALE DAMAGE**

With some 15 million trees blown down during the great October gales many problems are arising. Some counties like Surrey are asking for details. Like most County Councils the users are the eyes and ears of the County Council. So the first step is for TRF groups to carry out a proper survey of how many lanes are blocked and where, and if in a dangerous condition.

Meanwhile, I have been asked to clarify the law. The duty to remove an obstruction caused by 'an act of god' is Section 150, Highways Act 1980. Any person can ask the magistrates to make an order to require the authorities to remove the obstruction within a reasonable time. The general duty to re-open green lanes is Section 130 Highways Act 1980. However, forcing highways authorities to act in such extreme circumstances, often beyond their resources, is of little help.

Of more practical advice is, what if you come across a fallen tree blocking the way? Can I lawfully divert from the lawful way to bypass the blockage? The answer is yes (Taylor v Whitehead 1971 2 Doug KB 745 is the legal authority if anyone proves awkward).

Can I remove fallen trees and branches? The answer is yes (Dimes v Petley 1850 15 QB 276 is the legal authority). But be warned, you must not set out to wilfully remove such an obstruction armed to the teeth with chain saws!

That's what the law says! In practice I can see the only way the TRF is going to open up 100's of blocked RUPPs and Byways is to do it yourself; waiting for Council action could take years. Only remove sufficient to squeeze through without letting a herd of cattle out on to the motorway!

If any TRF group or member gets into any legal snags please let me know at once.

### COMPULSORY LEG SHIELDS

The crazy proposal by the Department of Transport to fit hefty leg shields may well become law unless we lobby good and heard. The BMF is leading the fight and the MCA has secured an extension to the deadline for consultation to 31st January 1988. The TRF has submitted a detailed protest claiming that leg shields fitted to trail bikes will be a major handicap.

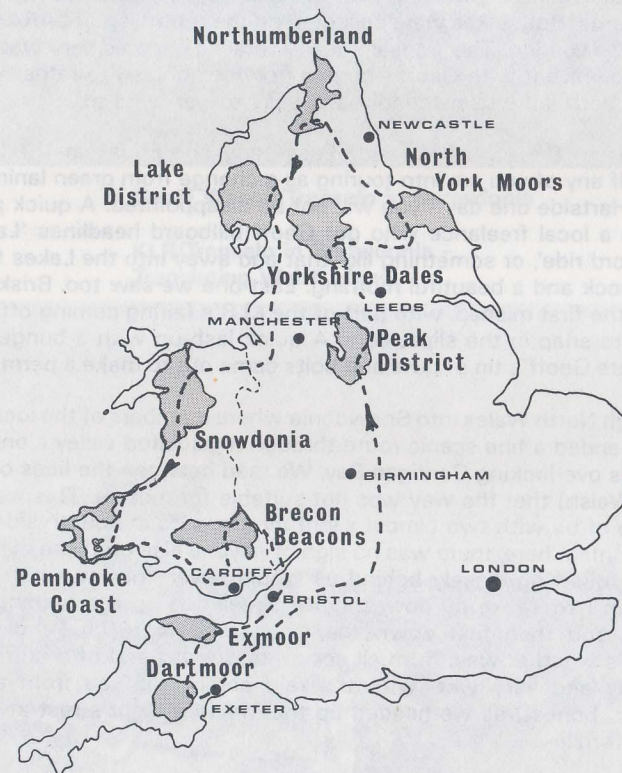
Notwithstanding the problems with ruts, mud, etc., falling off, even at low speed may result in injury or being trapped by fixed metal objects. Somehow I can't see the bureaucrats fully appreciating our special problems.

### A RIDE FOR ACCESS - September 1987

A certain columnist in this very journal has, on more than one occasion, made rather disparaging remarks on the abilities of large 'trail bikes' on green road going. No, they are not the best 'trail bike' on the market, but they are not supposed to be (unless you are daft enough to believe the advertising 'puff' that comes from agencies with all the motorcycling track record of Saatchi and Saatchi). What they are, at least on the other side of Townsend Thoresons' test tank, amounts to the 'all purpose motorcycle' - something the British manufacturers seemed to discover circa 1935 and lose track of about 1965. Not the best trail bike, not the best sports bike, not the best tourer, but, unless you are into C90 masochism, probably the best at combining all three disciplines and a couple of others besides.

'Ride for Access' grew out of the need to find a central theme for LARA's stand at the NEC Bike Show (and subsequent other car and bike shows. It is not much good putting up a load of words preaching at people - they come to a show to be entertained - and we needed a 'hook' to stop them in their tracks for at least a few minutes. The theme of the LARA stand was to be 'Access' - green lanes, competition, touring, how government works, conservation issues, etc. To string this together, I tortured my brain for a week or two and came up with the idea of

## THE RIDE FOR ACCESS



riding around the ten National Parks in a weekend, delivering a message of peace, joy and goodwill at each National Park Office. Further planning demonstrated that this was rather a tall order; Kind's famous optimism about distances notwithstanding. Three days it would take and the visit to each office would be far too time-consuming. After all, motorcycling is fun (isn't it?) and I have no desire to break traffic laws or my neck (relieved sighs from Equity and Law Assurance). A volunteer was needed to act as 'chase bike' (Paris-Dakar parlance for the twit who rides ten feet behind and fixes my punctures) and who should express an interest but the BMF's representative on the LARA Committee and Director for External Affairs at the BMF, Geoff Wilson.

So far so good, but time was running out and it was proving to be hard finding two suitable bikes at the same time, far enough in advance of the Show. We hoped for the new BMW 1000cc P-D Replica, but this was not available until after the Show so we settled for a Honda Transalp and Kawasaki KLR 650R. Let me say at this point that both companies were more than helpful and allowed me to keep the bikes (covered in s★&\$) for display on the LARA stand, AND they power washed them afterwards! Both bikes were collected on the return leg of LARA trips around the country via London. The Transalp nearly totalled me on a very wet A5 heading back north to leave it with Geoff - comes from being used to rather weedy drum brakes - but both were user-friendly and easy to get used to.

We set off from the top of Hartside Pass early one Friday at the beginning of September. If any of you are into touring as a change from green laning, I suggest you take in Hartside one day - you will not be disappointed. A quick photo-call at Penrith with a local freelance who got Geoff billboard headlines 'Lazonby biker goes for record ride', or something like that and away into the Lakes for an amble up Moor Divock and a beautiful morning. Last one we saw too. Briskly down the A6/M6 and the first mishap, with part of the KLR's fairing coming off at 70+ and threatening to snap in the slipstream. A quick lash-up with a bungee saw us to Chester where Geoff's tin of nuts and bolts came out to make a permanent repair.

Down through North Wales into Snowdonia where members of the local TRF group had recommended a fine scenic route through a glaciated valley along the slopes of Cader Idris overlooking Cardigan Bay. We read between the lines of a sign that warned (in Welsh) that the way was not suitable for motors. This was touring at its best, two of us with two almost silent motorcycles in countryside which was empty. No conflict here, there was no sign of anyone else on these miles of byway, and anyone following closely behind us would never know we had passed that way. The rain had set in by now and we squelched up a smashing RUPP near Machyllenth and then fast down the coast road to reach Pendine Sands at nightfall. This weather was, from all accounts, the tail-end of a hurricane. It was warm, windy and very wet, with the rain coming at you from all sides (no exaggeration, honest) as we headed up the M4 to a night's rest at Cardiff after covering 400 miles.

Day 2 dawned dry if not bright and we went north into the Brecons and the Gap Road. It was teeming again by now and I was rather hesitant about taking the Transalp over the big washout (we were swapping bikes each day) so Geoff



Geoff Wilson/Transalp in Snowdonia

KLR/Transalp in Snowdonia -  
Translating Welsh signs!



Pictures: Geoff Wilson, Penrith

volunteered to take both over while I operated the shutter. He looked very stylish on the KLR until a little rock came between front wheel and ground level; very brittle those alloy carriers.

By the time we left Wales on the Severn Bridge we were wet, cold and dispirited. I made a navigational blunder on a badly signposted dual carriageway bridge, with a Range-Rover right on my tail, and Geoff had to wait half an hour, hoping that I would come back to him and not carry on. Thankful to leave the traffic we headed south to Exmoor and Dartmoor via the superb ridge track of the Quantock Hills and a couple of 'Classic Trials' lanes. In Exmoor we felt no pressure to deter us from using the byways open to us and there were no inaccurate or deceptive signs.

Running out of light we headed up the M5 to the M4 and our night stop at Faringdon. With clear roads we were able to explore the fast cruising capabilities of the two bikes - they were not found wanting.

Sunday started with a photo-call on the Ridgeway in the greyest, murkiest weather I have ever seen up there. Then a hurried ride north to traverse Burbage Moor, 1400 feet above Sheffield in the Peak District Park. The lovely afternoon had brought out the trippers in their hoardes, yet serious walkers were absent but there were hang gliders, mountain bikes and horses aplenty.

So on to the Dales through Wharfedale and Blubberhouses Moor dicing with the Sunday pub-lunch crowd and just avoiding a spinning XR2 near Addingham (we were stationary in a traffic queue). We met up with Geoff's good lady Jennifer who had brought our lunch to Malham. Jenny met us again (after we got lost on Mastiles - Kind strikes again!) for more photos at Kettlewell. We then made very good time via Ripon to Sutton Bank and Kirkby Moorside, both amazed at the antics of the bikes leaving Scarborough races - every other one a Suzuki 750/1100 race-replica with twin lamps blazing.

The last lane of the day, Rudland Rigg was started in a Turner-esque sunset and completed in darkness. I chickened out and dead-engined the KLR down the steep bit. Terminal tiredness had set in now and we elected to 'cheat' and do the necessary lane in Northumberland the next Sunday. Not really a cheat though - I had gone through that National Park on my way to our Hartside rendezvous on the Friday.

That was it. We had clocked over 1400 miles in three days. Both bikes were stable, reliable and the inevitable chain tension problems aside, maintenance free.

When we met on the next Sunday to take photos in Northumberland National Park, Geoff (with Jenny pillion) put a nail through the back tyre of the Transalp on a muddy green lane, just as the skies opened again. Of course, we had just come out for a quick session so the full tool kits, etc. were back in our respective garages!

Do you know how to remove a stubborn rear wheel from a big, fat motorcycle that has no centrestand? I shall not relate those two hours so as to protect the innocent. However, you might say that if the Lord had not intended wheel spindles to be reluctant he would not have provided dry-stone walls.



Alan Kind/KLR on Mastiles Lane

So what did we prove? That the big touring motorcycle has no equal as a way of seeing the countryside. No, not seeing - experiencing the environment you are moving through. A small bike would have green laned better to be sure, but we were touring, not green laning as most would view it.

Not perfect machines, being too big and powerful for chains and sprockets to last long, their luggage capacity is pathetic and the servicing arrangements (eg wheel-outs) is diabolical, but that is true of most motorcycles today.

The two bikes looked good on the LARA stand and really pulled in the interest - most of the watchers went on to read the serious stuff as well, and between us, Geoff and I got the message over outside the motorcycle press. It is interesting that two filthy bikes can look far more 'interesting' than the specially polished examples.

This long distance touring could get addictive. Next year might see us tracing the wheel tracks of that real Englishman General Wade, with a dash of Telford and MacAdam thrown in. We might even ride a Transalp over Walna Scar to show it can be done!

Words: Alan Kind, Newcastle  
Pictures: Geoff Wilson, Penrith

 **Brecon Beacons National Park**  
7 Glamorgan Street  
BRECON  
Powys LD3 7DP  
Tel: Brecon (0874) 4437

 **Dartmoor National Park**  
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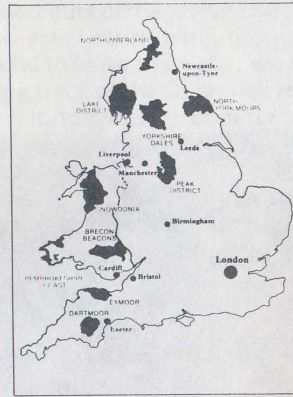
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## HONDA XR250 - OWNERS REPORT

Compiled from Members' Questionnaire Responses by Rosemary Marston

There was a time when the almost natural progression from the Honda XL185 was to the XR200; the enduro version of this very popular trail bike, which offered a more purpose built design than the standard trail iron. Indeed, in its day, the XR200 was a very competitive enduro machine in twin shock and later monoshock Pro-Link versions, and it came as a blow when the model was discontinued in the early 1980's. A spurious oversized, twin shock XR250 lurked in the background in the late 1970's but was never a popular nor sought after machine and I doubt if anyone at Honda even remembers producing it!

1983 saw the reintroduction of the middleweight XR with the 350, the 250 following in 1984. This redesigned 250 looking much more flash and moto-cross in style than the earlier 200cc model, which was more a rugged trail bike. It was also one of the few 4-stroke enduro machines around featuring over-square bore and stroke, radial four valve combustion chamber and dry sump. In the press it was quoted to be 'a revvy little thumpette that's unstable at speed.'

Although outwardly similar, there have been changes in the XR250 since it's introduction. Early models were fitted with twin carbs, which was changed to a single carb from 1986. Rear wheel size has also increased from 17" to 18" with the knock-on effect of raising seat height. The RH model typically having even more travel front and rear than previous models and is also fitted with a larger fuel tank. With the same engine spec as the 1986 model, somehow the 1987 model manages 25 bhp + 8000 rpm as opposed to 25.4bhp + 8500rpm, and produces maximum torque at 500rpm lower than the 1986 model. For 1988 there is just new styling and graphics.

Members' machines were split equally between 1984, 85 and 86 models with ownership also split 50/50 between having been bought new or secondhand. Average length of ownership was 12 months, although ranging from 4 months to 2.5 years. Mileage is a difficult question on these machines as Geoff Nobles explains. 'The standard speedometer only records up to 99km then goes back to zero.' However those who were able to quote, produced an average figure of 2700 miles over ownership.

With the exception of trail riding, members use their XR's for long distance trials and, not surprisingly, enduro events. An amazing other use was quoted as touring!



Almost unanimous reasons for buying the XR250 were because it was a lightweight 4-stroke. Other being that it was the only alternative due to the demise of the XR200.

Bearing in mind this is a pukka competition model, most modifications were in the electrical and lighting department. Main mods being to fit an ON/OFF and DIP/MAIN switch to the headlight, a voltage regulator, brake light switch, changing clocks and switchgear to incorporate a better speedo, horn and ignition switch. Earlier models seeming to have more modifications carried out than the later ones. Other changes included the fitting of a rear carrier, tank cover, changing tyres and handlebars and fitting a front mudguard stay.

Useful tips were generally concerned with starting, although there were conflicting opinions as to whether hot or cold starting was a 'pig'. However, the consensus of opinion was that removing the automatic decompressor helped starting. Other tips were to check the resistance of plug lead and suppressor as this may save the cost of a new CDI and also to change the oil every 300 - 500 miles!

Modifications members would like to see made by Honda, were dependent upon the amount of trouble individuals had experienced. Not surprisingly Andrew Orriss would like to see a more reliable engine, after problems with his ex-competition machine. Those with early models applauded the change back to a single carb on the RG and later models and again the longer swinging arm (to aid straight line stability), as fitted to later models.

Other mods were concerned with switchgear and equipment to make the machine more road usable and legal. The fitting of a brake light and headlight DIP/MAIN switch; metal petrol tank; decent speedo with cumulative mileage recording.

Regarding the 'anything failed' section there was a 50/50 split between no failure and absolute disasters. It could not even be said that this ratio was related to the age of machine either, though the RF model would appear to have had more engine problems, eg:

- Replacement cam and two rockers due to possible oil starvation
- Re-bore
- Worn clutch
- Having to grind in valves
- Barrel/head studs stripping, even below recommended torque settings
- Kick start oil seal

However, the RE is no paragon, with failures including:

- Cracked cylinder barrel
- CDI failure
- Clutch side crank case joint leaking
- Rear wheel bearings
- Broken kickstart mechanism
- Clutch bearing and cases

Further problems with the XR250 proved mainly of an individual nature, though highlighting the need for regular and careful servicing.

But all is not doom and gloom as all had some praise for their XR's. Top of the list came suspension - and after seeing an XR250 gliding over rocky terrain myself, I can only agree. Other praise included 'plenty of power', 'good handling', 'quiet', 'good brakes', 'light weight' and 'not much to rust!'

There was no dissent on maintenance, all being home spannered. As to being easy to work on, anything from 'no' to 'reasonable' came the reply, though generally it would appear to be a fiddly motor to work on; particularly the twin carb model. The small size of head nut (8mm) is complained about, as is the spark plug which suffers from inaccessibility.

Regarding spares availability it would appear you need a good dealer; but the lack of available spares would seem to be a problem generally and one member found Honda UK to be unhelpful in this respect. Ron Humphreys Motorcycles, Leighton Buzzard appeared to hold the best stock of spares and have the fastest ordering time.

Spares are unanimously reported as expensive. The first complaint about prices is in respect to the cost of a genuine workshop manual - £34.00 - there being no Haynes alternative. Other examples being:

Kickstarter	£35.00 + VAT
Piston	£50.00
Rear Brake Shoes	£10.00
Clutch Gasket	£3.00
Speedo	£100.00
Cylinder Barrel	£145.00 ('No I didn't buy it!' says Mike Mat)
CDI	£47.00
Plug Suppressor	£5.00
Oil Filter	£3.78

More economical than expected for a competition machine, with average fuel consumption quoted as 70 mpg; oil use somewhere between negligible and 1 pint every 100 miles, but then Steve Neville admits it needs a top end overhaul!

Top speed? 'Depends how brave you are' says Den Hayter, but is reported to be between 70 and 85 mph.

Brakes get full marks, particularly the disc front brake, though the rear drum is said to be only average, and no good when full of water. The handling, steering and suspension are generally reported as good, the main complaint concerning the short wheelbase which causes twitchy handling at speed.

'Obviously too high for the 'shorter' rider' came one answer to riding position and comfort, but generally owners were satisfied with these points. The 250 only becoming uncomfortable on rides in excess of 100 miles. Mind you, I know many a road bike that falls short of that mark!

Detail design typically panned the lighting/electrical system, but generally members accepted that the XR is not intended to be a sophisticated road machine.



Surprisingly, when asked if they would buy this model again, the majority said 'yes', the same members would also recommend this model to someone else, but with reservations. However, having said they would buy the XR250 again, the overwhelming reply to a replacement machine was the Kawasaki KDX200, the XR250RH in second place, Yamaha XT350 third.

General comments regarding the XR250 highlighted more individual points rather than any generalised strengths/weaknesses of the machine. Obviously those who had suffered a troublesome XR were dissatisfied with their machine, service and Honda generally. Those who had experienced no problems reckoned the XR250 to be a good machine for the serious trail rider.

The overriding feel from the members' questionnaires is that the XR250 can be an unreliable machine which needs constant fettling to keep in tune, so let the buyer beware. If you want an XR250 makes sure you know it's mechanical and use history BEFORE parting with the readies, as although the machine has many endearing features - particularly on the chassis side, it unfortunately has not inherited the bulletproof motor of the XR200.

Price new for an XR250 as at December 1987 - £1795.00

## GROUP NEWS

### SOUTH LONDON AND SURREY GROUP

We have amended our name slightly to the SLS Group (not to be confused with the SAS!) although the way things have been going recently it should stand for Special Lanes Service as every weekend is spent clearing trees from blocked lanes. Many people have been in contact with me regarding the storm damage and lots of potential new members offer to join us in lane clearance - unfortunately not all turn up.

It is hard work and it seems as though we are the main user group doing any clearance. Ramblers seem to be able to carry on rambling and horse riders have to exercise their horses rather than saw trees. We have also found some of the householders are not as pleased as they might be to have the local lanes cleared.

However, we have cleared enough lanes to go for a ride occasionally. We continue to have weekly outings combining riding with lane clearance. It seems to me the further away from the base a group rides, the more the need to check and co-operate with other groups. In this way we can more efficiently clear the lanes and combine some riding.



**Teeside Group  
Alive and Well on Foxup Moor  
Loddon Vale Group Riders**



On a different 'closed' note, two local lanes have been closed by TRO recently, despite objections.

Following requests I have decided to lead a slow, novice or beginners run every first Saturday of the month. Contact me first if interested so that I know how many to expect. I will lead on my XT350 which is quiet and sedate. Sunday runs can be arranged by appointment if there is a demand.

We are arranging two weekend runs in coming weeks. In February we have our annual 'Freeze' run to Brecon, but more ambitious will be the 'Ooh La La' run in French France in April, details and date to be agreed.

I wish to publicly thank both Charles King and Brian Smith for leading us on the Welsh Weekend. This was generally agreed to be the best weekend run anyone has ever attended. Brian was heard to admit that we were the most amusing group he has led - I'm not sure if this was a compliment!

Finally, please note my change of address to Little Orchard, 99 Boundary Road, Wallington, Surrey. Tel: 01 669 4214.

*Brian Wright, Group Rep. SL & S Group*

#### **CUMBRIA GROUP**

The following points of interest arose from our recently held Group AGM:

1. Peter Deeley is no longer Group Rep. Group Rep is now Colin Thompson, Crag Cottage, Colthouse, Hawkshead, Cumbria. LA22 0JT. Tel: 09666 494
2. Runs Organiser - Alex Williamson, 9 Meadow Road, Bowness-on-Windermere, Cumbria. Tel: 09662 2431
3. Rights of Way Officer (unchanged) - Tony Houlihan, 9 Brow Close, Windermere, Cumbria. LA23 2HA. Tel: 09662 5082

We would also like to stress that any members planning a weekend's trail riding in the Lakes, would they PLEASE contact our Runs Organiser, or myself, regardless of whether they need a guide or not. We have very good reasons for making this request.

*Colin Thompson, Cumbria Group Rep.*

## THE JOHN EBBRELL WEEKEND - THE SOUTHERN GROUP VISIT

Four of use from muddy Hampshire decided to do the Lakes/Dales weekend this year having enthused about the place from when I last went in 1976. Colin French, a regular visitor, made the number up to five. The four of us were John Horton TLR250 (only just low enough); Group mascot and entertainer Euan Harrison XL250R ex-scambler and fish farmer (just how do you milk fish?); Derek Powell ordinary farmer and recently swiped off by a wayward caravan, luckily not too much damage to Derek and more importantly little to the bike; and myself, Pete Wildsmith XT350 old trials rider.

All except Colin XT350 decided to stay at accommodation provided at Tebay, Colin and Dorothy were lording it up elsewhere in some posh hotel. So the remaining four of use took Friday off and rendezvoused at Derek's house at East Stratton in deepest Hampshire where the 'ampshire ogs' come from, least that's what it sounds like. The three of us were anxiously waiting for, needless to say, John Horton to turn up. I mean he does have a reputation to live up to, but arrive he did.

I led the trailer convoy and we agreed to go no more than 70 mph as I was awaiting the outcome of a previous misdemeanour. The journey went okay, if pretty boring. However, when nearing the end of the journey, a few miles from Tebay, this Renault 25 towing 2 XR's hammers by us in the outside lane doing at least 90+. Seemed obvious they were going to the same place as us, but why the hurry? Who should we see later parked on the hard shoulder, yes, the lads in the Renault engaging the Boys in Blue in conversation.

We leisurely rolled up at the Tebay Centre, the first there and were greeted by Ken and Angie, nice couple. We were shown the dormitories, lots of bunk beds! Then guess what, the Renault party arrived and rushed up to one of the smaller rooms we didn't know about. Now we know why they were in such a hurry. They being Don Stebberds and Bob Sadler from Essex. We joined them in the smaller room.

Following morning I got up early, after a reasonable nights sleep, but John and Derek were kept awake by incessant snoring. They eventually moved to another room on Sunday night to escape the snorer and also to avoid inflicting grievous bodily harm to said snorer. John had already given him a hefty kick in the ribs in the night.

I had a look at the various motorcycles before breakfast and noticed one particular bike a DT80 I think. It looked like it had been on a month's continuous trail riding already, with parts being held on with one bolt and that was loose! Later found out it belonged to our first day leader, Gordon Thackeray, the gentleman with one arm; an incredible man and an incredible bike.

Our first day's run was in the Dales with seven in our group plus back-up man Ted Chapman, XR200. We proceeded along the main road from Tebay for some while but missed a turning somewhere. Ted soon sorted Gordon out. I'm afraid I can't remember many of the names of the lanes but I do remember the Occupation Road, fantastic lanes all of them in their way. It was on the Occupation Road that

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having had a bit of a chat to Colin and others we decided to continue, however we had not noticed the particular route Gordon and others had taken through yet another bog. I surveyed the green morass and chose a line to reach the opposite bank, the route was uphill with a drystone wall to our left with a glorious view beyond. I turned round and gave the bike a real handful in second, hurtled over the bog towards the bank but speed and surface tension quickly deteriorated with rather rapid retardation resulting in my thighs and nether regions being smashed against the handlebars; the still spinning rear wheel being sucked further into the rotting slop. Colin having seen my predicament, (must be these tight trousers) decided to attack more to the right but towards me. Having seen how not to do it he should have known better, however he arrived at nearly exactly the same position but neatly beside me. Still we did have each other to pull us out.

We met some racing walkers at one point. They were friendly enough as they should be, given the amount of times we caught each other up at the many gates that had to be opened and closed. We eventually left them when the gates were less. It must be said what fun it was having Gordon and Ted showing us round - once we eventually overcame the language barrier. They should be booked as a double act at the London Palladium.

The next day dawned brightly after a good night's sleep, eventually, as our revelling cohabitators came in rather late. Snoring was a problem again for some and grown men with teddy bears, whatever next ... so that's what they are like in Essex!

The ride to the start at Lake Windermere was glorious, the undulating winding roads with their terrific sunlit views was superb, really memorable.

Quite a novelty going across on the Windermere ferry for the start of the run. Our leader today was John Crow and we had another chap, John Hutchinson with us. We rode some good lanes around the side of the lake, eventually ending up at Walna Scar. Great fun getting up and not too much of a problem but on looking back at the last of the many tight rocky turns John Horton appeared somewhat detuned; seems he fell and hurt himself on a rock. Going down the other side of Walna Scar was quite demanding with gravity and a heavyish bike trying to take command.

Later our leader John Crow had a puncture, don't ask me where, yes I know in the inner tube, but anyway it was beautiful spot and I took some photos. Puncture repaired we set off, myself behind the leader, though a little way back but as I rounded a bend on the track I find our leader picking himself up. It seems he tried to go through the gate without opening it. Remedy - removed bike from under gate, opened gate, fixed damaged items, closed gates, carried on and ended up back at Windermere and across the ferry. I had a chat to another tourist from the West Country and told him what we were doing, he ended up quite envious.

I mentioned to John that we hadn't done Garburn Pass so as it was close by and we had the time, off we went. I am about to turn right off the main road onto a track when I noticed a slight squirming from my rear end, the bike I mean, but continued unperturbed, darted up the rocky enclosed lane, which became rather tricky at the end as the tyre went completely flat. However, the puncture was fixed in double quick time with another tube.

We bounced up Garburn Pass, probably the hardest lane of the day, terrific fun and well worth the effort in getting there. We made our way back to the car park, said our farewells and thanks to John Crow and John Hutchinson then made our way back to Tebay and a welcome meal. We stayed overnight and enjoyed an uneventful journey home on the Monday morning. Altogether a well organised event and memorable weekend.

As an aside, a few days later I removed the inner tube that I put in when on Garburn and put back in the original tube, beautifully repaired. A couple of weeks later on a local run I had another puncture in the same tube. This tube had OKO puncture preventative in, that is why I put it back repaired. OKO has worked for me in the past and I believe it is also a safety aid with less risk of rapid deflation. The reason for this second puncture was the lifting of the recently stuck on patch. I once read that you couldn't mend a tube with Finnilec or similar in, so the moral of this story is that you CAN mend it, but it don't stay on!

*Pete Wildsmith, Southern Group Rep.*

## **SUMMARY MINUTES OF TRF ANNUAL GENERAL MEETING**

### **Held 15th October 1987 at the National Motorcycle Museum**

1. John Higgin (Secretary) reported that with an almost unchanged Exec Committee this had been a year of consolidation rather than big leaps forward, however, thanks to our presence at various shows our membership had increased. The image of the Fellowship was of mature and caring riders which was not what the popular press found exciting, but more importantly, we are getting our message across to the Countryside Commission. He hoped that with the coming of home computers some member would have the time to list all the green lanes and the evidence on which they are based to form a central database. This may be the year for younger members to prepare to take office as come committee members have said that they will step down next year and it is only fair to give them time to enjoy trail riding without worrying about the work waiting at home for them. We all owe an immense debt to the volunteers that run the Fellowship, for the time and hours that they put in and the Secretary said that he was proud to be associated with them.

2. In Tony Rose's absence, Don Lewis (Chairman) read the Membership Secretary's report. Membership as at the AGM was 1600 including 70 from the Bike Show at Birmingham, and is expected to rise to 1800 this year which compares with 983 in 1985. To avoid any problems we have registered under the Data Protection Act.

3. Tim Ley, Treasurer reported that we should have a small surplus this year, but gave rising expenses as the reason for his motion for increased subscriptions.

4. Steve Harris, Press Officer reported that although we had had some bad publicity earlier in the year this would not have changed entrenched opinions. There had also been some good publicity in Motorcycle News but they were in the main looking for shock/horror stories. He hoped to produce a public relations package to send to influential bodies before a green lane closure proposal. Steve also reported that he had taken over the running of the 'Trail Bike Special of the Year' competition from Brian Thompson. He confirmed that in any magazine or television article the editorial had to be controlled by the publishers and it was difficult to influence this. He had supplied a Shropshire member with sufficient information for articles in Farmers magazines but had heard nothing further to date.

5. Rosie Marston, Editor reported that at the start of the year there had been a mix-up with Bulletin distribution but that this had settled down now. She was grateful for all the articles submitted and particularly thanked regular contributors. As gaining advertising is a major headache, she asked that if any members could help sell advertising would they please contact her. She was hoping to start using a computer soon to compile the Bulletin which would ultimately prove a major cost saving exercise.

6. Brian Thompson, Rights of Way Officer gave his 13th annual report and said he had travelled further this year than any other representing the TRF. He now had a fully furnished office in his spare bedroom and was better organised than ever before, thanks to the help of Howard Wadsworth. He said that the high spot of the year was the Rights of Way Conference at Derby. The Crown Prosecution Service had backed down over riders in the Brecon Beacons and the Police had withdrawn their case over six members on Chapel Gate. Devon County Council had rescinded the decision to close all green lanes. He said that we must press for the opening of the Land Registry to everyone and for changes to Section 116 of the Wildlife and Countryside Act. We still had the basic problem of only 5000 miles of green lanes of which 80% are the wrong status. The Countryside Commission is tending to be on our side in recognising byways. Tim Stevens asked how Brian could justify leaving lanes off marked up maps when vehicular rights could be proven.. Brian said that if he showed some sensitive byways they would have a TRO applied immediately. It was agreed to discuss the matter at the next Executive Committee Meeting.

8. Alan Kind, full time officer for LARA gave an 'off the record' resume of LARA's activities over the past 12 months.

9. The election of Officers for 1988 was proposed en bloc as there were no resignations and no one else standing. This was agreed. A vote of thanks was proposed for the work put in and that Best Wishes be sent to Seymour Moss for a speedy recovery.

10. The proposed increase in subs to £10 was agreed.

11. The motion was put that the TRF be divided into regions, each comprising sections active in that region. A Regional Action Group from each section should meet regularly to co-ordinate policy and activities. The Devon Group suggested that an extra tier of command would confuse members. The Chairman asked that we vote on the principle and ask the Executive Committee to sort out the details. It was agreed that regionalisation would not affect representation by group reps on the Executive Committee.

12. The motion was put that the TRF adopt a new corporate image with redesigned stationery, badge, etc. Tim Stevens spoke in support saying that the Fellowship needed to show a more professional image to public bodies. It was decided that the present logo be retained. An amendment was put, and agreed that the resolution be considered by a special sub-committee.

13. Any other business covered various aspects from a motion of thanks to Ruth Colyer for her work in Dorset, what to do about unthinking riders and what would happen to donations made to the now cancelled Trans-America Rally.

### **SOUTH EASTERN GROUP'S 'B' TEAM IN WALES**

The weekend in Wales began with a simple take of getting eight trail bikes into a hired LT Volkswagen Van. Two hours later we had Jeff Hayward's XT350, my XL250 Honda/Gilera, brother Andy's KLX250, Phil Davis' 'so easy to ride' XR200, John Twiss' XL185 Special, and Pete Wilks' RS 250 Honda/Montesa and Triumph 250 wedged in the van. Alan Warner's TL Benley had to go on Pete's trailer so his XL125 went to keep it company.

The trip down the M4 went well except Pete reducing the number of plates in the motorway services, good job there were no ramblers present otherwise the Sun's headline next day might have read 'TRF BIKERS WRECK MOTORWAY SERVICES'.

Sarn Helen and 'The Gap Road' were the plan of action for Saturday. Unfortunately our guide could not make it so after being pointed in the right direction we went our own way. We rode Sarn Helen from Sennybridge to Dyffryn Cellwen, eleven miles of excellent views and interesting rock climbs, nothing too difficult. A visit to the pub was called for prior to finding 'The Gap'.

Fourteen pints and seven scampi and chips later (not each I add, mind you Pete would give it a go) we were ready. At first sight of 'The Gap' a yellow streak three feet wide appeared down my back. Egged on by some local 4WD owners Pete went first down the 50-60ft drop to crash spectacularly several times attempting to reach the top of the climb out the otherside. First gear, on tickover, brakes locked on, eyes shut thinking of England, was the only way to get to the bottom, then blasting it to the top. For fear of promotion to the 'A' team, the only rider to make it to the top shall remain nameless. With the aid of a tow rope, all reached the top intact after turning down the chance of buying an XR200 at the bottom for a pound.



The 'B' Team in Wales



After watching the 4WD try to get their Land Rovers and a Toyota where we had just been proved to be as funny (but safer) than our attempts. We must get a winch fitted to Jeff's XT. The remainder of 'The Gap Road' proved fairly easy with breathtaking views which Pete just had to get a closer look at, giving us all kittens by going so near the edge of an unhealthy drop.

The Black Mountains was the scheme of Sunday's trail riding. After the routine maintenance, and failed attempt of stopping the XR200 from leaking oil from the clutch cover, we were on our way, following a local popping wheelies at 60mph on his XR350. We met up with two others who thought they were on the Welsh Two Day Enduro, body armour and all. Having a couple of trial based bikes and thick fog we had trouble keeping up so we split leaving us to follow well defined tracks.

The lane was slippery clay type mud and fairly passable with the exception of one 'Cockit Hill'. In the thick fog of the morning following our guides we climbed gently to just over 500m and were shown where the reservoir would normally be and told of the nice view. Before we started the descent we were warned to keep away from the edge and to take it easy. This we all did making it to the bottom easily. Later, after the fog had cleared on our return, we realised just how high and steep the mountain was, and we had to go back up it! After having a lengthy chat with Alun Thomas, who had just returned from winning a bronze medal in Poland, we decided to give it a go. I led the charge only to stop three quarters of the way up. Who forgot to switch their petrol on? No 'A' team promotion for me. My abrupt halt caused a mass pile up, bikes and bodies everywhere. What Pete's bike was trying to do to Jeff's only he will know. Alun came to my rescue showing us how to do it on his brand new 250 Husky and Phil's XR200. Out with the tow rope and we all made it to the top with the exception of John who did it in one hit. He was aided by his three foot long rear shocks making his bike horizontal going up hills.

We finished the weekend's ride with a spirited dash across the top of the mountain at a generous 24mph.

The highlights of the weekend were many, especially meeting Alun Thomas a real nice guy, the views, THE GAP! and many laughs. Only a couple of problems in the course of the weekend, none of which required either of the two spare bikes to be used, Phil's oil lead which we fixed with the aid of Instant Gasket on the side of a mountain and Jeff's and my attraction for the kerb in the van.

A special mention for Alan and his TL Benley. His weekend's riding is to be mentioned in the next Guinness Book of Records for the highest number of crashes per mile, each followed by an ear to ear grin and the immortal words 'This is Great!'

A special thank you to John Morley who took in five strangers, arranged BB&EM for the other two, supplying us with plenty of food and hit water, and many laughs.

*Nick Moon, Dartford, Kent*

# PROBLEM SOLVERS

## SPECIAL ANNOUNCEMENT

### THE BOOK OF THE MOTORCYCLE: A Guide to Maintenance and Problem Solving

The guide to maintenance and problem solving written by Geoff Francis and Paul Frost provides a comprehensive guide to help the owners of all motorcycles, regardless of make, size or engine design, with every range of experience look after their bikes efficiently and economically. From every day problems to major difficulties, the authors provide a clear guide to looking after motorcycles, without the cost of paying someone else to do it for you.

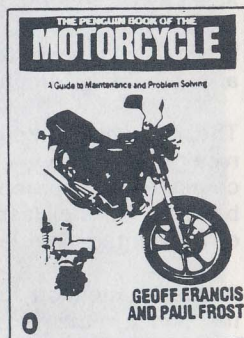
#### The Book of the Motorcycle

is an essential companion for anyone who owns and/or rides a motorcycle.

It is not intended that this book provides a substitute for a workshop manual or owners handbook but rather that it complements these. Where a manual tells you how to fix something specifically on your bike, this book will take you through what the problem might be, explain how to resolve it, and offer you a range of tips and tricks to give you that extra edge.

NOTE: The authors have now retained all distribution rights and the book is only available from: Problem Solvers, PO Box 651, Newhaven, East Sussex, BN9 9PT.

Paul Frost and Geoff Francis (Partners)  
Problem Solvers, P.O. Box 651, Newhaven, East Sussex, BN9 9PT.



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

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**COPY DATE FOR BULLETIN 125**  
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### ESSEX

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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, Cwmbra  
NP44 5TY. Tel: Cwmbra 06333 5152

Tuesday - King's Head Hotel  
Pontnewydd, Cwmbra, 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**

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  
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**UPPER THAMES (ABINGDON)**

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

Last Tuesday - Lansdown Club  
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**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