

WEST YORKSHIRE

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

WEST WILTSHIRE

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

WYVERN

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

1st & 3rd Monday. Frizinghall
Conservative Club, Off Manningham
Lane, Bradford.

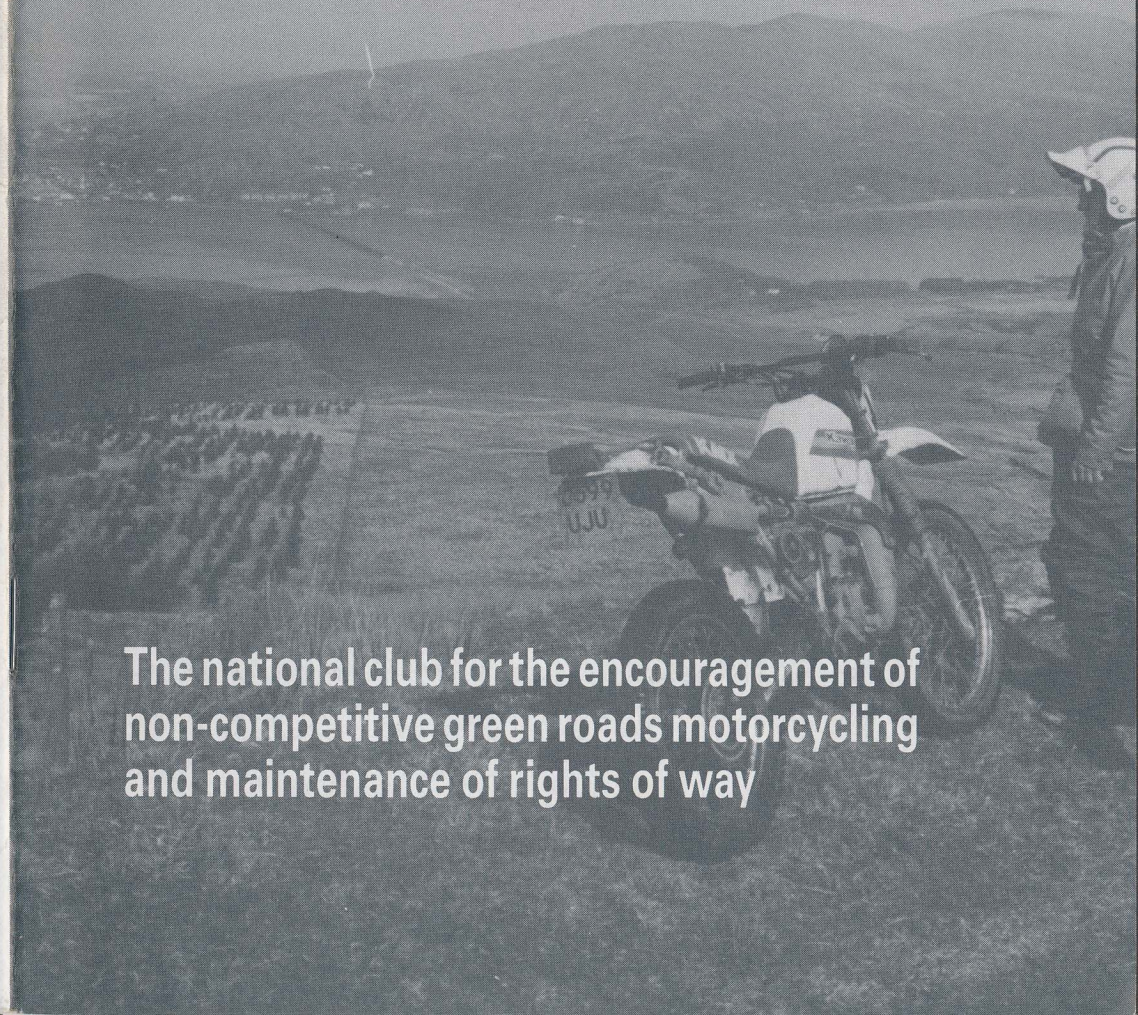
1st Tuesday in month. The Old Bear,
Staverton, Near Trowbridge, Wilts.

Every Thursday 9.30 p.m.
Hill & Cakemore, Ex-Servicemen's
Club, Victoria Road, Blackheath,
W. Midlands.



Bulletin 126 June/July 1988

TREE TRAILRIDERS FELLOWSHIP



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

TRAIL RIDERS FELLOWSHIP

Bulletin No 126

June/July 1988

FUTURE EVENTS

JUNE

12th East Midlands Group Run. Contact Graham Chinnery Tel: Melbourne 34333/Richard Marshall Tel: Draycott 3416

16th/17th TRF Meeting at Welsh 2-Day Enduro. Venue: Llanerch Inn. Contact John Higgin for details

26th Shropshire Group 'Long Megarun'. Contact Steve Tel: Telford 44161

JULY

17th East Midlands Group Run. South Derbyshire area. Contact Graham Chinnery or Richard Marshall

24th Shropshire Group Run. Contact Pat Ashton Tel: Shrewsbury 63007

AUGUST

14th East Midlands Group Run. Staffs. Moorland area. Contact Graham Chinnery or Richard Marshall

SEPTEMBER

17th TRF Executive Committee Meeting, Hockley Heath.

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

*Cover Photo: Dave Clegg overlooking Barmouth Estuary.
Courtesy: Roger Newark*

DISCOUNT DISCOUNT DISCOUNT DISCOUNT

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

John Higgin, 197 Britten Road, Brighton Hill, Basingstoke, Hants.
Tel: (0256) 841350

Membership Secretary

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

Editor

Rosemary Marston, 4 Surrey Road, Woolston, Southampton, SO2 9ED
Tel: (0703) 420813

National Rights of Way Officer

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

EDITOR'S RAMBLINGS

Oh dear, I seem to be have been hauled over the coals a bit recently about my comments on large capacity trail bikes. But look on the bright side, it made people put pen to paper who otherwise might not bother!

Actually, after a diet of 125 or mega-trail bikes only for the past few years, manufacturers are beginning to fill in the gaps. Harglo in Solihull, have resurrected the Italjet 350cc 4-stroke Scott. As a trials bike it may be dated now but it certainly looks the business in the trail department. For 2-stroke fans, they are also offering the 350cc Hare & Hounds. Both these machines are retailing at only £1199 (inc. VAT!). But hurry, according to Harglo's Manager they are being snapped up rapidly.

Yamaha's TDR250 street scrambler may not be everyone's cup of tea for green laning, but at least it's a step in the right direction. Which just leaves Kawasaki and their KMX 125 (de-restricted) and 200 models.

Not many admittedly, but in these days of sensation seeking motorcycling its going to take a lot more lobbying of the manufacturers before we see any results. In the meantime, those who don't fancy turning to enduro machines, last year's (therefore old hat) trials machines can prove excellent little green lane steeds for the under-talls.

* * * * *

WIN A POLAROID 35MM SLIDE PROCESSOR IN THE 'BEST SLIDE OF THE YEAR COMPETITION'

All entries to the John Higgin by 1st October 1988.

Best entries to be shown on the TRF Stand at the International Bike Show, 10th - 16th October, Earls Court, London.

LETTERS

I have received a pleasant letter from a nature conservancy council office in Dyfed, asking if we would be prepared to not use the track, grid ref 135/725783 to 725772, the Rhedol Valley near Devils Bridge until July. There is a Red Kite's nest near to the track and they are hopeful for successful breeding.

Brian Smith, North Midlands Group

On encountering the TRF Membership Renewal form earlier this year, I was prompted by its wording to re-examine my reasons for being a member, and came to the following conclusions.

- i. As an 'insurance' to help to keep green lanes open - Yes.
- ii. To find out where the green lanes are - Yes; BUT:

Many members of local groups are very cagey about this. It is particularly difficult for a newer member to persuade established members to part with this information, and if given it is grudgingly.

The other way is to go to the Rights of Way Officer at County Hall and ask for the facilities to do the research oneself: it must be very frustrating for these officers to have to do this for individual members of TRF, when once would be enough for everyone to have the information.

- iii. To find like-minded people to ride with - Yes; BUT:

I would add my lone voice to the growing numbers now recognised from the top of TRF downwards who need shorter less taxing local runs. Instead of the 250 mile enduro, I want a 250 yard mudhole to play in for a few hours. This is not to be had 'not even for ready money'. So far as possible, runs are kept quiet.

I have approached members living near to me with a view to getting together for short local runs, and they have actually recoiled in horror, and refused to exchange means of contacting one-another for the purpose.

I have been a member of the TRF for a number of years, now, and it is only recently that I have had a bike suitable. I have begun to attend meetings of the local group only this year, and have been out on one or two runs with them: but it is proving very frustrating. The very reasons for joining are being denied. My opinion is that a club exists for the benefit of members, and that members of equal status should benefit from membership equally, with neither favour nor ostracism.

It is quite indefensible for runs to be 'kept quiet', even on the basis that they would be over-subscribed otherwise. That eventuality must be organised for with the same equanimity. It is likewise indefensible for information on green roads to be withheld, or only grudgingly given.

I belong to the TRF to go green-laning and to help to keep green lanes open, rather than to make a fuss within the club: but unless some of the people in local groups begin to take notice of both the national leadership and the rank and file, and start to think about the newer members, there will have to be a major shake-up in the TRF. The present situation is ridiculous and indefensible by all measures of reason.

Sammy Miller POWER-PLUS SILENCERS
NEW MILTON, HAMPSHIRE 0425 616446



**QUALITY - POWER
VALUE FOR MONEY**

Insist on the best when you want your next exhaust. Benefit from the experience we have in manufacturing trail exhaust. DON'T FORGET WE WERE FIRST! Available in polished chrome for the trail, or anodised alloy for the trail, trail and enduro.

AUXILIARY SILENCERS



HONDA Model	
* XL 100 SZ/SA	£48.50
* XL 100 SB	£48.50
* XL 125 RC/RF/RE	£48.50
* XL 125S rear £48.50 (comp)	£67.00
* XL 125 K2 K3	£48.50
* XL 185 S XR 200 A rear	£48.50
(complete)	£79.00
* XL 250 SA rear	£48.50
(complete)	£48.50
* XL 250 RC	£48.50
* XR 200 RC	£48.50

YAMAHA Model	
* XT 125	£48.50
* XT 250	£56.50
* XT 500 C	£56.50

YAMAHA	
* XT 550	£75.00
* XT 600 Tenere	£75.00

KAWASAKI	
* KLR 600 A1, B1	£75.00

KAWASAKI Model	
* KL 250 C2	£56.50

ALSO: We are agents for MI-MON POWER exhausts

SUZUKI Model	
* DR 125 S	£56.50
* SP 370	£56.50
* SP 400	£56.50
* DR 400 ST/SX	£56.50

SUZUKI	
* DR 600 Raider	£75.00

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

TRIALS	
Fantic 200/240	£19.55
Yamaha TY 175	£19.55
Yamaha TY 250 Mono	£25.00

Key * Complete System. * Rear Silencer only

TRAIL	
YAMAHA Round £24.00 Oval £32.00	
DT 50 MX - DT 100	
DT 125 LC - DT 175 MX	

KAWASAKI	
AE 50 / 80	
KE 125 / 175	
SUZUKI	
TS 50 / 100 / 125	
185 ER / X	
TS 250 / X	

ENDURO	
YAMAHA Round £24.00 Oval £32.00	
IT 125 / 175 / 250 / 495	

SUZUKI	
PE 175 / 250 / 400	

KAWASAKI	
KDX 175 / 250 / 400	

HUSKY	
125 / 250 / 430	

KTM	
125 / 250 / 465	

Round or Oval, available for trail and enduro. Power Plus Silencers are available directly from us, or any of our distributors. ALL PRICES INCLUDE P&P & VAT

CHAIN AND SPROCKETS

ARMSTRONG/SMW/GORI/CAGIVA				
Motocross/Enduro	5.70	11.85	20.75	34.65
Trials	4.50	10.50	12.90	27.75
BULTACO/MONTESA/OSSA/TRIALS	5.70	10.50	12.90	26.75
FANTIC				
125/175/200 Trials	5.10	11.25	10.00	23.75
240/300/301 Trials	5.75	9.50	12.00	25.00
HONDA				
CR 50/60/80	3.50	9.50	11.00	21.75
CR 125 all models except RG	4.75	12.50	20.25	33.75
1986 CR 125/250/500 RG	6.75	12.50	20.25	35.50
CR 250/450/480/500	5.30	12.50	20.25	34.25
XR 200/250/350/500/600	4.90	12.25	19.50	33.00
TLR 200/250 TL 125	4.80	11.75	12.50	26.25
MT/MB/MTX 50	3.50	8.00	8.50	16.50
XL 100/125/185, SL 125	4.25	11.50	10.00	23.00
XL 125 R, MTX 125	4.25	11.75	10.50	23.85
XL 185/125R, MTX 125 Big Chain	4.25	11.50	12.00	17.75
XL 250 S/RC/RE/RF/XL500, MTX200	4.90	12.50	13.00	27.50
HUSOVARNA/KTM/MAICO				
Motocross & Enduro	5.90	12.90	20.75	35.75
KAWASAKI				
KX 60/80/100	3.25	9.50	11.75	22.75
KX 60/80/100 big chain conv.	4.00	11.00	13.00	26.00
KX 125 all models	3.50	12.00	20.75	33.50
KX 250/420/500 all models	5.90	12.00	20.75	36.95
KDX 175, KDX200 A1, KDX250	5.75	12.00	20.75	35.75
KDX 200 A2/A3/C1 KDX250/420	5.75	12.00	20.75	35.75

VAT included in prices
POSTAGE & PACKING FREE on kits only
ADD £2.00 Securior delivery
POSTAGE FREE ON ALL KITS.
ONLY QUALITY IZUMI CHAIN OR
EQUIVALENT SUPPLIED WITH KITS

TENSIONERS Rear Tensioner to prolong chain life
Available for
Bultaco Montesa Ossa Fantic
Honda TL Yamaha YT 175
All £7.47 inc. P&P & VAT
Honda XL 100 to XL 500 S & RE
Suzuki TS 100 ER to SP DR 400
All £10.35 inc. P&P & VAT
Belt Bags
£5.20 inc P&P & VAT

GORE RD · NEW MILTON · HANTS · (0425) 616446



I point out though, that in spite of everything, I am renewing, for the time being.

(Name and address supplied)

In the Feb/March issue of the Bulletin, someone in the London area was asking about trail riding in France. Anyway just too late for Bulletin copy date 'Action Loisirs' sent me their 1988 programme. I don't know why I was sent this, but anyway, it looks more fun than a sticky bun.

My calendar for 1988 is pretty well mapped out, but if anyone fancies one of these French trail riding trips in 1989, then count me in. This year I am going down for the Bol d'or. The event is really an excuse for going. I/We hope to spend about a week going and coming back, and spending some time around the Grenoble area, investigating some of the French/Italian passes. Seeing as how I am completely clueless about this, it is either going to be a non-event, or a mountain rescue disaster. So if anyone has any advice on trails, maps or owt, please let me know. Even better, if anyone wants to come along, that's fine. there is really only one rule, no rules!

Ian Grimshaw, 95 Belper Road, Bargate, Belper, Derbyshire

Brian Wright, South London & Surrey Group Rep, rightly concerned about the plight of motorcycling in the light of proposed legislation, wrote to the BMF regarding a possible 'alliance' between the BMF, TRF and MAG. He received the following reply from Geoff Wilson, the British Motorcyclists Federation's Director for External Affairs.

The TRF is one of over 270 clubs affiliated to the BMF. As such there is a quite natural alliance with is of great benefit to the whole motorcycling movement. In addition to the simple relationship of affiliation the BMF comes into the contact with the TRF and trail riding in general through many other channels.

For many years the TRF's Rights of Way Officer has also been the BMF's Rights of Way Officer. Brian Thompson contributes a regular column to the BMF's magazine 'Motorcycle Rider'. Until recently Brian was secretary to the joint ACU/BMF Countryside Committee. That committee has now been wound up, in favour of the Land Access and Rights Association, but Brian will continue to represent vehicular users on the House of Commons Rights of Way Committee; a position he held in the ACU/BMF Joint Committee name.

Recently the Federation has increased its strength by appointing Tim Stevens, Lancashire Group TRF Chairman, to be a second adviser and worker for the BMF on 'Access' matters. Tim will also be acting for the BMF on the Ordnance Survey Maps User Committee.

The BMF is a subscriber to the Byways and Bridleways Trust; a most effective organisation which I know is supported most actively by the TRF.

I mentioned earlier the Land Access and Rights Association. LARA is proving to be a most useful instrument. The BMF and TRF were influential founder members and we hope to remain prominent supporters of LARA.

The BMF is also in membership of the Central Council for Physical Recreation. When appropriate, matters are pursued through the CCPR; in particular any which may affect the right of access of motorcyclists to deeper parts of the countryside. You may recall that the recent success in getting the proposed camping site legislation dropped was achieved in collaboration with the CCPR.

Officials from BMF and TRF have also shared places at various Sports Council seminars and conferences and meetings with the Countryside Commission, and even on Derbyshire hillsides to make TV programmes. When journalists or broadcasters contact the BMF in pursuit of trail riding material any advice given is always prefaced by a request to make contact with the TRF.

Personally I was at a recent meeting of members of northern groups of the TRF when they met to consider forming a Northern Region. Although I am a member of the TRF (Cumbria), I was invited to the meeting especially to offer any advice which could be useful through the BMF's experience of operating a regional structure.

I hope that this letter has brought you up to date with how things are on the 'alliance' front, in particular regarding the TRF. The Fellowship is certainly a key and valuable member of the BMF, and the BMF is committed to working in whatever way possible to maintaining access and rights in the countryside. Through trail riding a great deal of contact is made with the public participating in other sports and leisure activities; often the only time when many such people come into contact with motorcyclists. The BMF will continue to be advised by the TRF on trail riding issues, and will pursue issues on the Fellowship's behalf whenever requested.

May I make one appeal through you? Though not a prevalent view from within the TRF, there are some influential members who seem to think that the BMF has little time for, or experience in, trail riding and RoW matters. I hope that I have been able to illustrate that this just isn't specialist form of motorcycle touring, and consequently every piece of legislation which threatens, influences or affects riders who spend all their time on the tarmac has just the same effect on unsurfaced highway riders. Anything that you can do to convince those people of the need for continued and even increased liaison between TRF and BMF will be appreciated by many.



Italjet 350cc 'Scott' budget priced trailsters from Harglo's, Solihull.

INITIAL IMPRESSIONS OF THE KAWASAKI KMX200

At first glance the new KMX200 appears to be no more than an overbored version of the KMX125. Although both bikes are obviously from the same stable, the 200cc version has many design features which make it worth the extra £300 (RRP £1599).

The front forks are 38 mm air assisted (3mm up from the 125) and the front wheel is fitted with the bigger disc from the KLR250 4-stroke. The swinging arm is larger in section and actuates a damper unit adjustable for both spring rate and damping. These changes should make it far easier to set the machine up to individual requirements.

The wheel rims are aluminium and are shod with larger section tyres, although I am not so keen on the 17" rear wheel which currently limits aftermarket tyre choice. (300 x 21" front, 460 x 17" rear) The drive chain is thankfully an O-ring type as standard - surely a must for any regular green lane rider.

All these changes have been made with only 1kg weight penalty over the 125 (100kg) and makes the bike the first real successor to my almost vintage and fairly tired Yamaha DT175MX.

So, how does it perform? As this was not my bike and was still being run in I did not take it off road, but I was very impressed with the quick steering and compliant suspension. Real low down power (below 3000rpm) was surprisingly less than my own modified DT175MX, but above that, power is readily available and throttle response is about the best I have ever known. In common with the 125 this must be the quietest 2-stroke currently available.

I reckon this model should find good use as both a casual trail bike as well as an excellent contender in the clubmens enduro class. I certainly look forward to owning one of these machines and I am trying to convince my boss that our dealership needs one of them as a demo machine. (Please form a queue behind me!)

P Marshall, South London Group

NB1 Apologies if I've got your name wrong, I couldn't read your signature.

NB2 Look out for a full test on the KMX200 later in the year. - Rosie

LITTLE AND LARGE

One of the unofficial rules of the TRF that endeared me to it when I joined a little over a year ago was the view that, for trail riding, almost any road bike would do. Partly because of this I bought a BMW R80 G/S. Then, as the bulletins fell through the letterbox and were avidly read, little snipes, some direct, some more subtle (even from our ed!) about 'not real trail bikes'. Now I know some bikes are going to be more equal than others, and that most people probably have more comparative experience of different bikes than I do, but what really brought home the hidden truth that 'proper' trail bikes were thought derisory, was the questionnaire in the membership form where it asked how I got my bike to trails. What a funny question I thought, until it dawned on me that there must be a large percentage of members who own machines exclusively for use on trails.

Now MY criterion for a trail bike is that it should be a motorcycle capable of negotiating any road, surfaced or not, easily and comfortably, even in the hands of an inexperienced rider. A moments thought shows that no bike is going to be a superb motorway cruiser and an effortless mountain climber (unless you believe the Honda Transalp adverts). However, now a Yamaha DT125LC has come into my hands ... and occasionally away from my hands, I have found some unexpected results arising from a comparison between the BMW and the DT in my efforts that some to terms with 'ideal' trail bikes. I find that it is in looking at how each bike performs when not being used in its primary role that they reveal their true character and liveability; aspects that rarely come over in short term road tests that are produced by journo's who do not have to buy the bike.

Taking the BMW first, it may be stating the blindingly obvious, but it really is primarily a road bike. With hard luggage and heated grips (which are great for long winter rides home from a day on the trails, oh sorry, I forgot, some of us ride home in the car, dig dig!) is quite a good road bike, though the trail bits are a mixed blessing. While the engine and chassis are well capable of 80-90mph cruising, the high bars make sustaining such speeds a pain. Similarly, the slightly higher than normal ground clearance ensures the pots will not ground unless it is terminal, but it is far too easy to ground both pots at once when off road. The fuel tank is large and gets in the way when standing on the pegs, yet it offers all day trail/road riding without stops to refuel. That great big engine has such easy, powerful tractability; if only I could put its characteristics into the DT. OK, the whole package is big and heavy, but the c of g and seat height are a lot lower than some of the latest small capacity styling exercises from Japan.

To be perfectly honest (a fatal mistake) I find that the main limiting factor on any bike I ride is me! Having the reflexes of a torpid lizard mean, for me, when the world goes vertical I'm going to end up horizontal, again. Usually it's somewhere soft and quiet and the bike has the common sense to turn itself off, but here the heavy BMW is literally a pain.

So the BMW is fine as a trail bike then? Well, not really. It is difficult to pull rolling wheelies with, and if it does go over it is heavy (and hot if the silencer lands on your leg). Mind you after riding with some lads on the Isle of Man 1987 who I met at the TT it was difficult to persuade them that the BMW wasn't a full blown enduro bike; everywhere they went on their bikes I was able to go; albeit by the end my arms were aching and my legs were more than a bit wobbly. (*Probably the Okells - Rosie*). I rode faster than I would if I had been on my own but because of this I found out that the BMW could cope much better than I would have expected. So with my natural caution and using the bike well below its capabilities, I reckon 90% of trails are achievable, and the pleasure the BMW gives on tarmac makes the fun doubly so.

From what I read about the DT125LC it is supposed to be one of the better trail bikes on the lanes. Hmm, even taking into account that mine is a Mk1 I think it is only OK. Stupid low quality things annoy, like the hardened plasticine nuts and bolts and the serpentine expansion chamber which is far too easy to bash on rocks. 'Off road' the 'rev happy' motor praised in the press becomes a bit of a bore as the bike digs in when a tired rider gives it a bit too much throttle on soft going, or it stalls if the revs are not kept up. On one particular boggy steep bit it dug in axle deep and as I felt the water trickle over the top of my boots, I let the moment linger. Seeing tadpoles flowing into my boots, I upped anchor and dragged self and then bike to dry ground. This illustrates the DT's best trail feature, the ease, when all the fancy state of the art high technology has failed, with which the bike can be dragged bodily out of the mud. In a way this is a missed blessing. The

knowledge that if the worst comes to the worst, I can pick up and carry the thing only encourages me to tackle harder trails, trails I would back off from on the BMW. Similarly, because of the low weight and handy steering of the DT I tend to go faster on it than on the BMW. However, this does not stop the spills being any less frequent, but instead of just flopping over when suffering a gravity attack on the BMW, with the DT I tend to plough a bit of a furrow. Ho hum, those whom the gods wish to humiliate, they first give a better bike.

Reading the above, I seem to be emphasising the frequency of my spills. But really, the DT has given me the confidence to tackle ANY trail, in the same way that the BMW gave me my introduction to trail riding and the more and varied trails I travel the more enjoyable the whole game becomes. The sentiment 'it is better to travel in hope than not to arrive at all' could have been coined just for me.

I hope that what I have said about the bikes at the different ends of the trail bike spectrum show that the differences between them are far outweighed by the similarities. (Something that BT has been saying for years ... and isn't it time we paid him a living wage to work full time for us.) So to anyone who is a bit put off by the enduro bike image of the TRF, I say, if you've got a bike, use it. Remember, you never know what's enough until you've had too much.

Ian Grimshaw, Belper, Derbyshire

TRAIL RIDING IN FRANCE

France is such a beautiful country with so much space and varied landscape, and what better way is there to explore than by motorcycle. Whether you prefer rolling green countryside, forests, hills, high mountains or the semi-desert of the south, there are trails to suit. Motorcyclists are as welcome in France as anyone else; cafes, hotels and restaurants treat you just the same if you arrive on foot, by car or by motorcycle and what a pleasant change that makes. So, you've decided you're coming trail riding over here - how do you find out where to ride?

It's not so easy to find out exactly where you can ride as there is no single equivalent of the TRF. There are, however, several organisations concerned with off-road activities - usually catering for both two and four wheeled vehicles, but to get any precise information out of them can be difficult. This is partly because they all organise runs, lasting from a weekend to a couple of weeks, depending on the distance to be covered. You have to pay to participate - partly because organised groups in France need special, additional insurance and to cover the cost of medical insurance, a back-up vehicle that carries all your gear, overnight accommodation and usually most meals and sometimes a last night 'celebration' in true French style. Naturally a guide is provided - fancy a 1300km trip with 80% off road? If this sounds over organised, that's the French way and distances covered tend to be higher than in England and many areas are very wild, remote and sparsely populated.

If you just want to go riding with a couple of friends, where to go? The easiest routes to find are the GRs. The 'Sentiers de Grande Randonnee' are routes researched and way marked by the Federation Francaise de la Randonnee Pedestre - the friendly French equivalent of the Ramblers. Although primarily intended for walkers, these routes, that follow little back roads, farm tracks, forest tracks, old green lanes, etc are open to bikes - except in

most national parks, other environmentally sensitive areas or where there is an OFFICIAL sign saying bikes are not allowed. There are about 35,000kms of GRs to choose from. The nearest one starts at Calais and the interconnected network covers the whole of France and beyond. The GRs are shown on the excellent Institut Geographique National maps and the FFRP also publish guides to the various GRs which are full of useful information - like how far it is to the next cafe - and sections of large-scale map showing the precise route. But watch out - GRs vary from wide, easy green roads to vertical goat tracks up the sides of mountains! It is possible to get into some really silly, not to mention unsafe, positions. Careful study of the maps is essential - watch those contour lines, use a bit of common sense and you will have a great time.

To find other green lanes apart from the GRs, take the advice of 'Action Loisirs' - if there isn't a sign saying vehicles are forbidden, then it's OK - ride on. You can also ask any trail rider you come across, including the four-wheeled sort. They are just as friendly as the English variety and will point out the local lanes willingly.

It's best to use Sundays for sightseeing or lazing about unless you are with someone with local knowledge because that's when the hunters are about. Meeting ramblers with big boots and knobbly sticks is nothing compared with running up against this lot with their Winchester and pump-action shotguns. That's one experience well worth avoiding.

France is very close and if you fancy amazing scenery with easy lanes - or hard ones - give it a try. The food and wine isn't bad either!

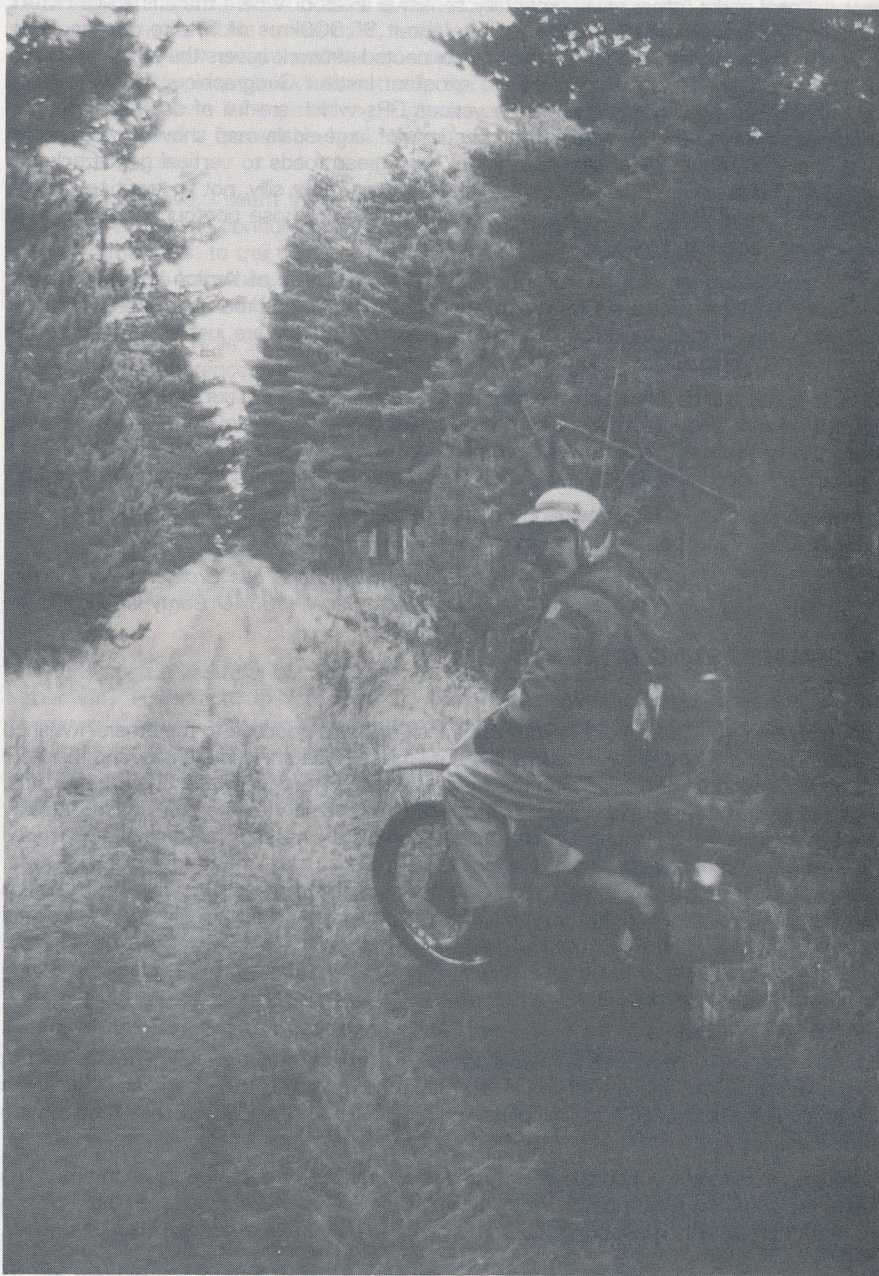
*David Chambers, Les Croisieres du Morran,
Levee du Canal, 58340 Cercy-la-Tour, France*

MY EMBARRASSING MOMENT!

After a recent run I loaded the bike into the Transit and said goodbye to the others. I wished to call on another member who lived nearby but I missed his turning in the dark and therefore had to turn round. I should mention the road was narrow and with a ditch on either side. I spotted a side turning and pulled up. I needed to reverse into the side turning quickly as other vehicles were in sight. Unfortunately I completely missed the turning in my haste and both rear wheels went into the ditch. I was thus stuck at right angles to the road, blocking half of it and completely stuck. Just as I resigned myself to walking for help a new Range Rover drew up and a rather dapper gentleman asked 'Would you like a hand old boy?' 'Would I?' 'I'd be very grateful' I replied. After a quick look with the aid of a torch, I attached a tow rope to the front axle of my van. When the road was clear the Range Rover was backed up close and I tied the tow rope to the rear ball hitch of the nice new Range Rover.

Standing next to the driver's door, I told the helpful gentleman all was ready. Without waiting for me to get in my van the driver of the Range Rover let in the clutch and out came my Transit at great speed. What happened next seemed to take place in slow motion with horrible inevitability.

Although I managed to open the door of the van I could not reach the brake in time. The gleaming Range Rover stopped ... my Transit did not! There was a horrible bang, crunch and tinkle of glass then a loud silence. The good samaritan was very civil about it really.



Mark Dixon in Wykam Forest, Nr Scarborough, N Yorks (A Orriss)

He took all the blame and assured me his insurance would cover all the damage. How could I accept?

This is my excuse for having such a battered old van!

Brian Wright, Wallington, Surrey

RIGHTS OF WAY NEWS - Brian Thompson

SOMERSET CASE

The prosecution against TRF member Gwyn Thomas for using a bridleway which had vehicular rights, has had a surprising end result. The summons was formally dismissed by Wells Magistrates on 3rd March and the Crown Prosecutor duly offered no case. A TRF Solicitor from Bristol applied for costs against the Police and to our surprise the JPs agreed to award costs against them! This the first TRF defence against Section 36 Road Traffic Act 1972 charges where we have managed to obtain costs as normally magistrates are most reluctant to award costs from public funds. The highway in question is now wilfully blocked by the same farmer who tried to get the Police to prosecute trail riders!

GO WELL ARMED

You can expect trouble on your trail ride if for instance you are exploring lanes newly researched. My advice is to take a camera, plus a tape recorder with you. If you are challenged record the conversation and take a photograph. If the incident gets handed over to the Police and your word is doubted you have proof. It is an offence to threaten or obstruct anyone using a public highway and a record of what happened can help the Police to arrive at the truth and thus avoid futile prosecutions. If you confine your riding to RUPPS or Byways this situation is unlikely to arise. Using County Roads or those bridleways with vehicular rights is more likely to result in trouble. Refer to me in case of difficulty.

SCOTLAND

A lot of riders have expressed interest in my proposed visit to Scotland 13th - 16th August. It is hoped to fix up a meeting place in Perth. I am open to invitations to speak at other places during these dates with a view to setting up a new TRF group in Scotland. I feel very concerned that Scottish TRF members don't get very good value for their £10 year.

MID WALES

A threat now comes to close the famous 8 mile Monks Trod for a period of 2 years in order to let nature heal the wounds of over use. I am visiting Mid Wales to talk about how we can best keep this lane open to responsible users. A period of voluntary restraint should be tried first. I am holding talks with the landowner Welsh Water about the Monks Trod and also hope to increase the number of 'private' tracks for concession use by the TRF.

MAGIC CURE

A new Swedish chemical Solidry which turns bogs into hard tracks is now being used in the Yorkshire Dales to repair damage by thousands of hikers boots. Hailed as a 'magic cure' by a Yorkshire Dales National Park Officer dealing with a £0.75m repair programme on the Three Peaks footpaths, the chemical turns mud, peat and clay into a firm substance.



SEBAC



THE BIG ONE

BIG
PERFORMANCE
BIG
RANGE
BIG
STYLE

Fit SEBAC...
and feel the **BIG** difference!

Sponsors of the
**SEBAC NATIONAL
TWIN SHOCK
CHAMPIONSHIP**

FREE brochures on request to:

M.R. HOLLAND LTD
PO Box 53 (Dept 2)
SPALDING, Lincs. PE11 3UX
(0775) 66144



**CHAIN AND
SPROCKET
SPECIALISTS**

We stock
RENTHAL, CHIARAVALLI
& TALON SPROCKETS

TSUBAKI, EK, IZUMI
& RK CHAINS

Full range of standard and non-standard
sizes available including Big Chain
Conversions for XLs & DTs

ACCESS, VISA or C.O.D.

GLOUCESTER

Unit 27, Innsworth Tech Park,
Innsworth Lane, Gloucester GL3 1DL
Tel: (0452) 730708/416754 (eves)

Although issued locally (by Hampshire County Council) I thought the information contained would be of interest to anyone involved in rights of way work or any new members confused by the many lane classifications. - Rosie

REVIEW OF THE DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY
Or, When is a RUPP not a RUPP - When it's a BOAT!

You may be familiar with the definitive map and the 'hybrid' public right of way called a RUPP (Road Used as a Public Path). The RUPP is destined to disappear from the map forever. Why and what will take place?

The Wildlife and Countryside Act 1981 says that all RUPPs in England and Wales must be reclassified and recorded as BOATs (Byways Open to All Traffic), as bridleway or as footpaths. The purpose of this note is to explain why, what reclassification involves and what things the County Council (the surveying authority under the 1981 Act) can and cannot take into account: and what it all means in practical terms.

RUPPs are defined as highways other than public paths used by the public mainly for the purposes for which bridleways and footpaths are so used. In a recent High Court case Sir John Pennycuik said this was a definition of 'outstanding obscurity'. You will notice that the right for the public to use them with vehicles is not mentioned (but implied), so the question as to whether public vehicular rights do exist is, strictly, left in the air; but the definition gives the impression that such rights must exist. The very purpose of the reclassifications and the definitive map is to settle this kind of argument.

Section 54 of the 1981 Act places a **duty** on all County Councils in England and Wales to reclassify RUPPs. Section 54(3) says that if a right of way for vehicular traffic has been shown to exist, a RUPP must be recorded as a BOAT: a BOAT is available for vehicular and all other kinds of traffic. If vehicular rights are shown **not** to exist a RUPP must be recorded as a bridleway unless it can be shown that bridleway rights do **not** exist; when it must be recorded as a footpath. You will see that the 1981 Act is very restrictive and that the County Council cannot take any other consideration into account.

The reclassification process is widely misunderstood.

One source of confusion and misunderstanding is a belief that the County Council can have regard to whether a RUPP is suitable for vehicular traffic; its position and width; its state of repair and the nature of the soil, and whether reclassification to a lower status would cause undue hardship. These tests, for what was called a Special Review were set out in the Countryside Act 1968, but that Act has been repealed, and moreover the County Council never carried out such a Special Review in Hampshire.

It is often said that the County Council should consider amenity factors, such as the effect of motorcycles and cars in sensitive or beautiful stretches of the countryside, or that there would be conflict between vehicles, pedestrians and horses, noise and destruction of the surface. It is also said that by reclassifying RUPPs to BOATs the County Council is encouraging vehicles to use our unmetalled byways and green lanes. Those concerns are understandable, but the County Council cannot by law take these factors into account.

Always remember that the sole test for reclassification is whether vehicular rights exist. The rights may not have been exercised for many years and the RUPP may now be no more than what seems to be a bridleway or footpath, but the County Council is bound by the legal maxim 'once a highway always highway', so if vehicular rights existed at

some time, even in the distant past, they do now, unless the rights have been extinguished by due process of law. Most RUPPs are recorded on the County Surveyor's highways maps as maintainable vehicular highways.

Remember also that reclassification cannot change the legal status of a right of way. The reclassification process cannot, by law, be used as a device to drive off motorcycles and 4 wheel drive vehicles. Many people object to having them in the countryside but if vehicular rights exist then the RUPP automatically becomes a BOAT.

The reclassification of a RUPP to a BOAT does not require the County Council to surface it in any way. Section 54(7) of the 1981 Act says that the recording of a BOAT on the definitive map does not oblige the County Council to provide a metalled carriageway or a surface suitable for the passage of vehicles. It has also been said that by reclassifying RUPPs there must be some ulterior motive at work. We hope that what is said here will convince you that there is no such motive in mind. Hampshire is not alone in carrying out reclassification as all other County Councils are, or soon will be, doing the same.

Our recent experience is that when the County Council publishes notice of the making of a reclassification order, some Parish Councils and many individuals object on the amenity grounds outlined above. They often seek to restrict use of a RUPP to a footpath or bridleway, because that may have been its main or only use for many years or because, given a choice, that would be the 'right thing to do'. However, do bear in mind that the law drives the County Council in another direction; we must have regard only to the existence or otherwise of public vehicular rights. Therefore any objection to a reclassification order must be directed solely to that purpose.

Issued by the County Secretary's Department and County Recreation Department, Hampshire County Council

GROUP NEWS

BRISTOL GROUP

Bristol Group TRF is maintaining its average of around 50 paid up members per year and although, as with any group or club, a small proportion of these are rarely seen, it is astonishing now many members regularly take an active part in the club's activities of riding, lane clearing and RoW work.

We have a lovely cross section of members from the slender young lads to the er ... more portly, mature gentleman (sorry John!), all contributing to make our group the successful one we believe it to be.

It is always a pleasant surprise to new members just now many local lanes we have around Bristol on OS sheet 172. More than enough to provide interesting varied rides for those, like me, who have yet to venture out to the wilds of Wales and Yorkshire, as many of our members do.

Our group has achieved acceptance as a responsible user group in our area with the relevant Councils, Highway Authorities and Police forces. On a recent lane clearing exercise on part of the Fosse Way in Wiltshire (by Easton Gray) a representative of the Council stated that of all the user groups the TRF were the only body who got out and actually cleared lanes. Following similar comments by the 'Sarf Landon' group I wonder if this is true nationally? Our reputation in this area, we hope, will help considerably now that Avon are commencing the reclassification of RUPPs under the Wildlife and Countryside Act 1981.



HERTS AND NORTH WEST LONDON GROUPS IN WALES

Top - one of the many beautiful views to be had in Wales (R Newark)

Bottom - Dave Clegg (XR200) followed by Tony McCusber (MTX200) (R Newark)



Our approach over the years has been 'softly softly' with official bodies, this with the gospel of responsible riding we preach has enhanced our reputation and won us many friends. We have informal meetings with Council officials, where generally we get a sympathetic ear, and has led to opening a number of lanes in our area. The Fosse being a prime example, where problems with the owners of adjoining land had led to confrontations.

All our hard work can easily be undone by irresponsible users. For example, on a well used lane near Bath a conversation was struck up with a local farmer. He was complaining bitterly to our Chairman (Rich Tallon) who was leading the run, about the attitude of the AWD people who were demanding (not asking!) that some gates be removed and access to this lane made wider so that Land Rovers, etc could get down. OK it may be a lane with vehicular rights, but the AWD people are making no friends with their approach. By contrast the farmer had had no problems with the TRF. Instances like this during the reclassifications could well turn an automatic Byway reclassification into a contested one with the possibility of an eventual TRO.

Sorry to come across so paranoid, but as a group we feel very strongly about the benefits of having good relationships with others who use and live around 'our' lanes. Some of our members have marshalled at horse trials enjoying the privilege of riding bridleways with permission - something which would not happen if we were at loggerheads with the local 'horsey' people.

On a lighter note, if any national members in the Bristol area have not yet ventured down to the White Hart in Brislington, for our club night, please come along we'll be pleased to see you. We hold fortnightly official runs and following requests at club nights, more slow, fun, 2-up, pre-65, over 40's type runs are planned in addition to the er ... more 'enthusiastic' runs.

David Smith, Secretary Bristol Group

SOUTH LONDON AND SURREY GROUP

We enjoyed our annual run to Brecon in February, although we call it our 'Freeze Run', the weather was fairly warm and sunny. The 'Beacons' is now run by a charming couple of ladies, Barbara and Belinda Cox.

Our fight to save lanes continues, especially Coldharbour. We have received sympathetic letters from two equestrian clubs, one of whom are carriage drivers.

On the general subject of closures, I have further evidence that this is often instigated by new residents who bought in ignorance of a byway and fearful of their investment, set about to close the lane. Perhaps they should sue their solicitor. Should the TRF write to the Law Society pointing out that the distinction between byways and bridlepaths be included in the searches during conveyancing?

My occasional article in a mountain bike magazine written as a member of the TRF bore fruit recently when another letter writer referred to the 'poor image all motorcyclists used to have ...'

Tree clearance continues, with two groups co-operating with the National Trust in order to clear a lane near Polesden Lacey. Should be good PR.

I note from other magazines that there is a campaign by the Inland Waterways Association for 'Waterways for All.' It seems that boats might be banned from the Basingstoke Canal.

A canoeing group called CRACK (Campaign for River Access for Canoe and Kayaks) have a 'paddle for freedom' event on the River Wye. I feel quite heartened to read of others rights of way users struggles; I hope it has the same effect on readers.

Finally, please note that we now meet EVERY week on Wednesday evening.

Brian Wright, Group Rep.

SHROPSHIRE GROUP

After our committee meeting, the officers for the Shropshire Group are now as follows:

Chairman Steve Rawlings
Vice Chairman Lynton Powell
Treasurer Phill Davies
Secretary Gill Evans
Rights of Way Officer Paul Kingston

If anyone needs to contact any of these people, their addresses can be obtained from the Secretary, Gill Evans, 1 Lincoln Crescent, Wrockwardine Wood, Telford, TF2 6LU. Tel: Telford 619082.

Gill Evans, Secretary

TEESIDE TRF RUN FROM LEYBURN

The run was due to start from Leyburn town square at 10.00 am so Mike Cowling (DR400) and myself (XT350) were leaving it a bit late when we left Darlington at 9.20 am in the pouring rain.

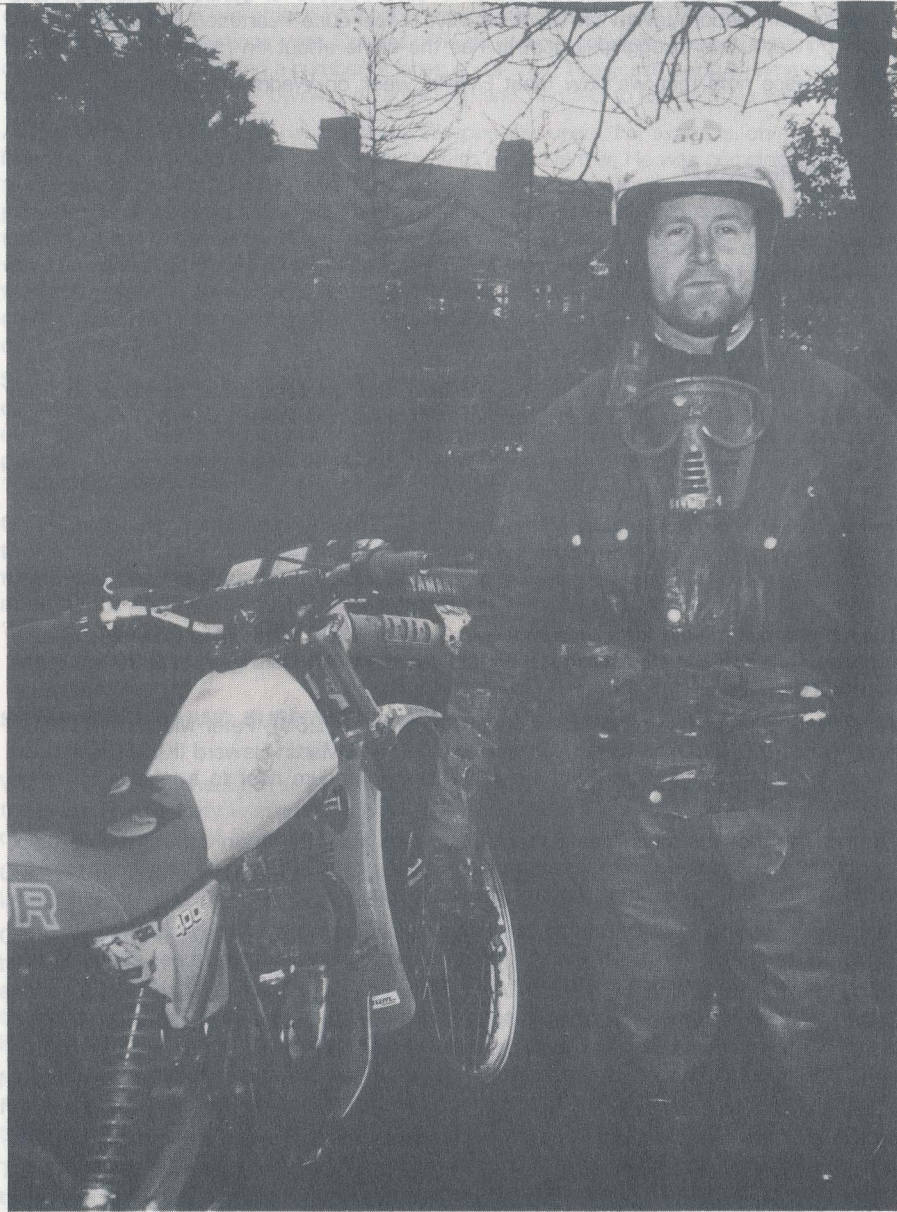
We arrived to meet five other riders, Keith Readman (DT250), Peter Masters (XT350), Andy Orriss (KDX200), Stephen Johnson (XL125) and Martin Heward (KL250). A good mix of bikes and riders, from Keith an accomplished enduro rider to a relative beginner, indicators and all.

The first taste of the rough came about 200 yards from the town centre, with a track running by the sewage works which in the course of its 300 yards goes from tarmac, to grass, to mud, rocks, tree roots and back to grass.

From there I led to East Witton to attempt a track leading over towards Grewelthorpe Moor, but after 45 minutes of trying to find our way across a misty moor in driving rain we gave up and headed back the way we had come.

Carlton was the next trail, fairly well defined and known very well by 3 of the 7. Pete led with me as tailend Charlie. Some interesting bog and stream crossings warmed us up for the interesting section consisting of a narrow track dropping about 30-40ft to a stream followed by a 40-50ft climb out (a good photo session was had by all).

By this time the rain had relented to a mere storm so the trail over Carlton moor to West Burton was attempted once again with Pete leading. It had been about 4 years since I had last done this trail so it was as new to me as to the 4 others in the group. Starting as a steepish rock climb it flattened out onto very wet slippery grass, then on nearing the summit of the trail two steep muddy climbs sorted the knobblies from the trail wings. The track finished with a long, long drop down the other side of the hill previously climbed.



The Author sporting the latest in wet-look Barbour wear (The meeting point in Darlington) (M Cowling)

BURNSPEED

On reaching tarmac the sandwich bearing members of the group expressed a (strange) desire to consume their shaken, soggy fare somewhere along the next trail (Horsehouses). The by now familiar steep rocky ascent awaited us at the northern end of the track followed by some large jumpable ditches and bogs. Pete Masters led as we neared the end of the trail with an innovative new line down a stream bed in flood which of course meant the 2ft steps and 3ft deep bomb holes were discovered suddenly.

The lunch boxes were broken out under the protection (?) of the trees lining the gully dropping down to Horsehouses. Mike, Keith and myself travelling without food, water or toothbrush dropped down into Horsehouses in search of an open pub/shop. The pub eventually served us with ham and cheese sarnies washed down with a bottle of his finest coke.

We joined up with the others about 3.00pm and set out south for Kettlewell and the trails heading back to Leyburn. It was at this point that the elements mustered up a combination of rain, wind and low cloud with the inexplicable result that the spokes in Martin's KL250 rear wheel loosened off! A quick inspection revealed the first full floating rim on a trail bike, putting an end to any further green lane activities and a long, steady ride home - some 50 miles.

The 5 survivors resumed the trail home via Starbottom, passing our only walkers of the day. This particular track when approached from Kettlewell end finishes in a horrendous rock strewn drop which we all try and clean, or in Mike's case survive.



Keith Readman and his impression of a cheese sandwich outside the pub at Horsehouses (M Cowling)



'The Magnificent 5'
The Blind led by the near-sighted somewhere near East Witton (M Cowling)

After Buckden, Stalling Busk was our next track which with all the rain in the area was bound to be flooded. Sure enough parts of the track were flooded to over 2 feet, so on entering what looked like a 3 inch deep puddle the only thing to do on seeing the front wheel disappear under water was open the throttle and hope it got no deeper. After getting the hang of that, if one's timing was spot on it was possible to leave a sheet of water hanging in the air for the rider behind to plunge through, not that it mattered much as I seriously doubt if any of us could have been wetter. Halfway down the track we turned right over Stake allotments at which point it stopped raining, prompting 2 bikes to go on reserve.

Petrol and light running out 2 more trails were travelled before heading back to base; Cubeck consisted of saturated grass, followed by Thornton Rust, a dark shady lane with a usually placid stream crossing transformed into a 3 foot deep heart stopper (that sudden change of exhaust note still strikes fear into the heart), not to mention water down my legs!

Nearing Leyburn the rain resumed, apparently disolving the split link on Mike's bike, resulting in his chain wrapping itself around the gearbox sprocket. Keith brought his van, bikes and bodies were loaded up and taken home.

Leo Crone, Teeside TRF (Secretary)

BURNSPEED

THE BIKE RACK PEOPLE

The Burnspeer Bike Rack fits onto your tow hitch bracket, in minutes. The ball hitch is still retained for towing with the bike in position if required.

The rack is made from square section British Steel tubing with a wall thickness of 2.5mm all corners are machine mitred and high penetration M.I.G. welding is used for extra strength. The rack is a well engineered robust fitting that transports the bikes with a good solid fixing, adjusts to fit any wheel base.



As supplied to the Army Motor Cycle Display Team and the Special Air Service

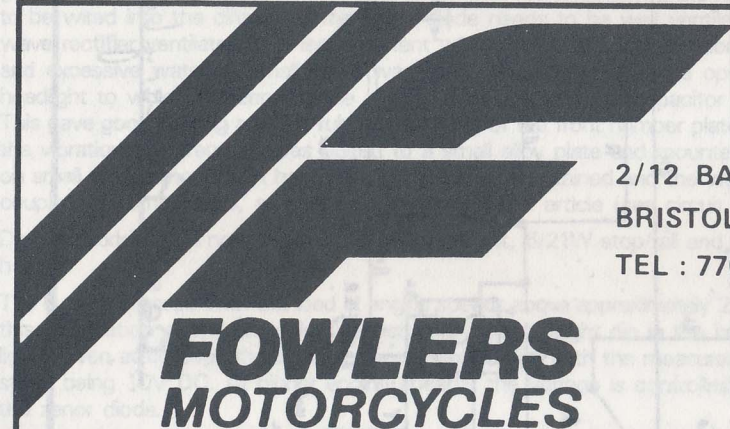
£45.00
Price includes Post & Packing C.O.D. £1 extra

BEWARE OF CHEAP INFERIOR COPIES!

BURNSPEED BIKE RACKS
204, WESTGATE ROAD, NEWCASTLE UPON TYNE, NE4 6AN



TEL: 091-232 1937



2/12 BATH ROAD
BRISTOL
TEL : 770466

FOWLERS MOTORCYCLES

GREEN LANE MACHINES

YAMAHA DT125

YAMAHA XT350

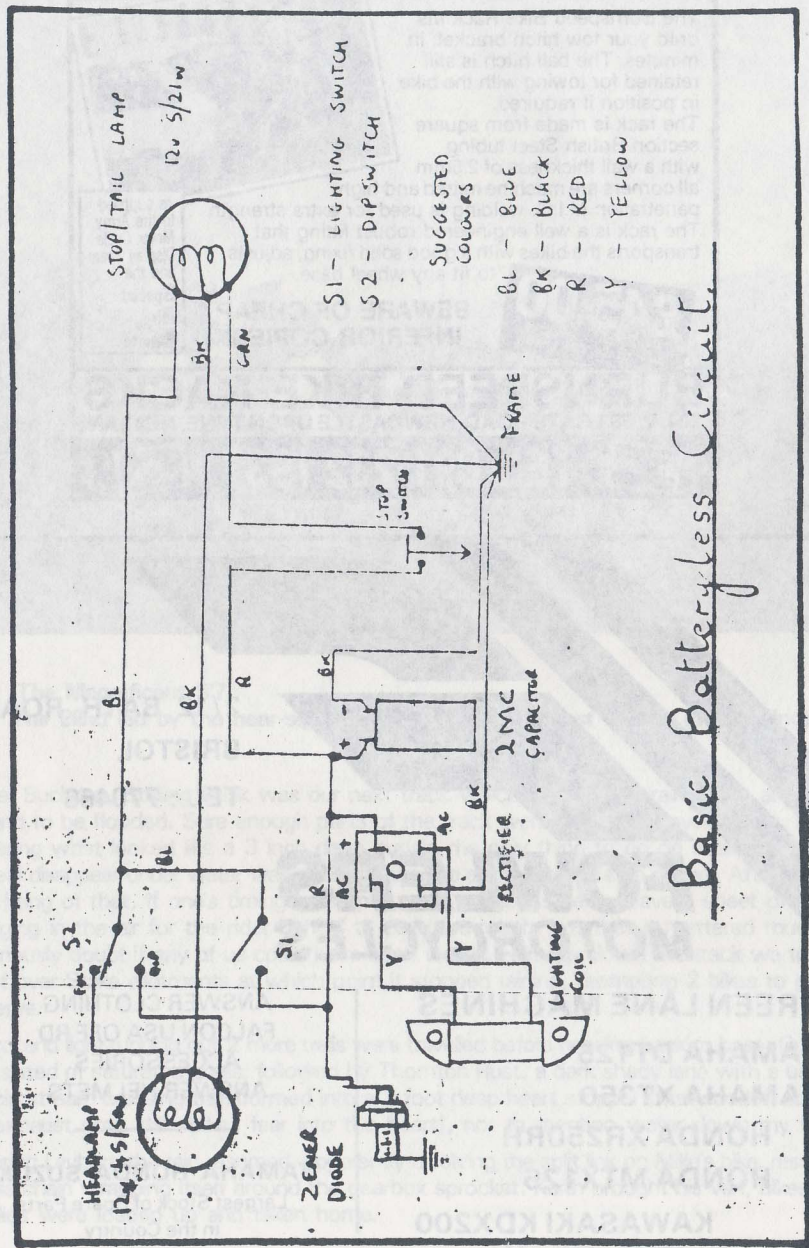
HONDA XR250RH

HONDA MTX125

KAWASAKI KDX200

ANSWER CLOTHING
FALCON USA OFF RD
ACCESSORIES
ANSWER HELMETS

YAMAHA HONDA SUZUKI
Largest Stock of Spare Parts
in the Country



TECH TIPS

Do 12 Volt Conversions Really Work?

An article in Trials and Moto-Cross News in January 1987 made promises of conversion from 6 volts AC lights to 12 volt DC with an almost doubling of the power output (wattage).

In an effort to get my XR250 a little more towards road legality, in view of the pending first MOT, I decided to attempt this 12 volt conversion.

The version opted for was the battery less circuit with zenor diode voltage control and a capacitor to damp out current surges, as it was intended to fit brake lights and an electric horn.

The first job was to convert the output coils in the crankcase to a two wire output by disconnecting the earth end of the coils and connecting in the second output wire. The earth end of the coils which are series wound round four bobbins on the XR250, was readily identified but had to be carefully dug out of the encapsulating epoxy compound. A new wire was soldered to the extracted end of the coil after cutting it from the earth tag. The joint was then insulated with a short length of heat shrink tube and firmly retained in position by burying the joint and end of the new wire in a blob of Araldite. The wire was then routed out alongside the existing wires and an additional hole pierced in the rubber grommet at the crank case joint. A problem then arose when siting the new components to be wired into the circuit, as the zenor diode needs to be well ventilated and the full wave rectifier ventilated to a lesser extent whilst both require protection from vibration and excessive water. A small panel was made up and fitted in the opening under the headlight to which the zenor diode and its heat sink and the capacitor were mounted. This gave good cooling and the rubber mounting of the front number plate unit eliminated the vibration. The rectifier was bolted to a small alloy plate and mounted in the air box on small rubber mounts. A handlebar dipswitch was obtained and the wiring modified to couple the components, as suggested in the T&MX article (see circuit diagram).

Does it work? Yes. I now run a 35/35W front light, 6/21W stop/tail and have an electric horn.

The output will cope with this load at engine speeds above approximately 2000rpm. Below this, application of the brake light or horn produces a slight dip in the brightness of the lights. Even at tickover, the lights are acceptably bright with the measured voltage in this state, being 10V DC. At higher engine speeds, the voltage is controlled at 13V DC by the zenor diode.

The cost was approximately £35 for the Heatsink, zenor diode, full wave rectifier and capacitor from Colin Rides Motorcycles, 145 Albert Road, Widnes, Cheshire, who produced the article for T&MX News. Other items were a new 12V horn £4.50 and secondhand dipswitch and stop light switch £4 from a breaker.

Did it pass its MOT? Not the first time, as it was lacking a pilot light. A suitable item, by way of an Austin Allegro number plate light was wired in adding another 5W to the electrical load and the required Certificate obtained.

Mike May, Southern Group

LODDON VALE GROUP BERKSHIRE DOWNS RIDE

Sunday, 21st February was about the end of the warm winter and we had had about 3 weeks without rain. It was a sunny dry day as I got up at the time I normally get up for work, how horrible! After a quick breakfast it was off to the start at the Junction of the M4 and the A34 just north of Newbury where we were to meet the visitors from Essex. I arrived at 9.15am and some members were already there, but the rest came in vans, with trailers and by bike over the next 15 minutes. There were about 23 of us, so we decided to split into two groups. Chris Thomas lead the visitors and some others and the 'B' team went with Allan Watson. Colin Patient on his new Honda XR250 was backmarker and as almost everyone had been before we didn't have to spell out the rules - you know, no one in front of the leader, wait until the next man sees you before going of at a junction, and never get behind the backmarker.

We crossed the A34 and started down the muddiest most glutinous lane you can imagine. Several people dropped their bikes but mine decided to show everyone what a star it was and threw its chain off the sprocket. Fortunately it was eventually persuaded to go back - after someone suggested I take it out of gear, and the only further trouble was when it stopped for lack of petrol. I had switched it off to prevent flooding while it was on its side. This episode enabled me to get my breath back and I then tried to keep up with the leaders. This is the best place if you are not too fit (which I'm not) as you have the biggest rest waiting for the others to catch up. If you want non-stop riding stay with the backmarker since when he arrives all hot and sticky the leader knows everyone is there and immediately sets off!

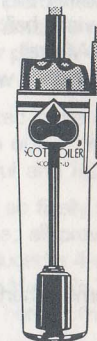
The lanes south of the M4 were definitely wetter and muddier than those north and the latter presented some scenic, fast and challenging riding. The Berkshire Downs can be a lovely place to ride especially if you avoid the Ridgeway and by doing so, all the trippers, dog walkers and kids. By doing various loops, Allan brought us back down to the A34 and we had lunch at 'The Worlds End' in a rather crowded pub.

In the afternoon we took the green lane route to Hungerford where we filled up with petrol and headed south towards Chute Causeway, then turned east along the Wayfarers Way, passing Combe Gibbet and all the spectacular views that make this route far more attractive to me than the Ridgeway.

Eventually about 4.00pm we reached the A34 from the west and Allan led the group through a few more lanes to Newbury. I left them as I wanted to go in another direction and followed green lanes back to Basingstoke, getting there at 5.00pm, just in daylight.

It was noticeable that, on the lanes we rode, all the trees brought down in the October gales had been cleared in Berkshire and many in North Hampshire.

John Higgin



Fraser M.Scott.
15 Clobberfield Industrial Estate, Milngavie, Glasgow G62 7LN

THE MK 2 SCOTTOILER.

NO MORE GRINDING-PASTE GREASE.

AUTOMATIC ON AND OFF WITH THE ENGINE. Up to 5 times the chainlife with one teaspoonful of Scottoil per hour. Flow rate can be turned up from the saddle for wet weather, dirty roads, trials, trails, beaches, etc...

FIVE INCHES LONG (2.26 OUNCES), FITS ANYWHERE ON THE BIKE. Requires connecting into the vacuum between the carburettor and engine, which in many cases is already pre-drilled and tapped. A second spigot is provided in the kit for single cylinder machines. One fill of 50cc will last eight hours of riding, or you can permanently connect the oiler to a separate bottle from which it will re-fill itself.

ESSENTIAL FOR SEALED CHAINS, as well as all other types of chain. "O" ring seals take 2 bhp out of the transmission, (1.5 kilowatts). Heat and power-loss are minimized if the seals are kept "wet", which will prevent them cracking up. To prove the point, try putting a hand, (preferably not your own), on a dry chain after riding quickly.

SAVE LOTS OF TIME AND MONEY. No more chain removal, boiling in grease, grinding paste, or any of the other dirty hassles. Scottoilers will give you thousands more miles of fully efficient chainlife. Try one BEFORE giving up and buying a shaft.

SCOTTOILERS ARE FULLY GUARANTEED, also, if you are not delighted with the value for money of the kit, return it for full refund.

£23.50 BUYS ALL YOU NEED. Cheques, Cash, Postal-orders, Visa, Access or C.O.D. I need to know your address, and the make and model of your bike. Please print clearly.

SCOTTOIL

is now available. One litre of this elixer of life, complete with priming/filling bottle, and a Scotttoiler sticker, will be despatched by return for £6.52 inclusive.

SCOTTOILERS
CLOBERFIELD MILNGAVIE
GLASGOW G62 7LN.

Telephones: Monday to Friday, 041 956 4155.
After 5.00 pm and over the weekends, 'phone 041 339 5776.
(FAX 041 956 1529 anytime.)

Tel: 041 956 4155(Day), 041 339 5776 (Evenings & Weekends)

Fax: 041 956 6593

BOOK REVIEWS by Rosemary Marston

Now that winter has well and truly gone and the joys of riding through wind, hail, rain and snow are forgotten, why not read that book you've been promising to. Afterall, what else is there to do on a hot British summer's day when the temperature's so high it would melt your Belstaff!!

QUESTIONS AND ANSWERS - Motorcycle Electrics

Author: Tony Tranter

Published by: Newnes Technical Books

Price: £2.95

ISBN: 0-408-01494-6

Someone 'up there' must have known I was experiencing electrical problems when this book arrived on the doormat.

'Motorcycle Electrics' is the latest title in the 'Questions and Answers' series of 124 page paperbacks. Basically, they take a subject and give simple and concise answers that puzzle the beginner; and electrics is definitely one subject most motorcyclists shun away from.

At what rate should a battery be charged? How does a bi-metal flasher relay work? How is ignition timing checked? These and many other questions are answered with the help of text, diagrams and drawings. This little book covers everything from basic electrics, alternators, magnetos, starter motors, lighting to electronic ignition; and even gives the basic principles behind the workings of the humble spark plug.

If you want an introduction to bike electrics this would be a useful buy. As the author states 'this book is designed to help understanding as well as being a source of practical procedures.'

YAMAHA DIRTBIKES - All Two and Four Stroke Enduro, Dual Purpose and Motocross Machines

Author: Colin MacKellar (with forward by Heikki Mikkola)

Published by: Osprey

Price: £9.95

ISBN: 0-85045-660-6

Pages: 192 (hardback)

'Yamaha Dirtbikes' is Colin MacKellar's second book in the Osprey Collectors Library series, documenting Yamaha's dominance of the off-road scene. The comprehensive story of the development of all Yamaha two and four stroke off road machines is told, accompanied by full specifications and illustrations both photographic and diagrammatic.

It is doubtful that anybody realised the potential of the Yamaha Motor Company when they entered their 125 cc 'Red Dragonfly' in one of Japan's early post-war road races, but taking the first four places they immediately established themselves as a force to be reckoned with.

From here the author takes us quickly to America, where 'street scramblers' were born and the story of Hoel and Holeman who were instrumental in starting the sport of desert racing in the early 1960's; thereby leading to the development of the 'dual purpose' motorcycle. Namely the 246cc DT1 2-stroke single, the largest displacement cylinder Yamaha had ever produced.

Complemented by some super action shots, the major part of the book then concentrates on Yamaha's motocross involvement and the development of the YZ. The author also tells how politics within and pressures from outside affected both machine development and sales.

Slotted in the middle of these chapters is a section on the IT enduro machines. A motorcycle born out of the desire to have a better class of off road machine, whilst still retaining a useful and robust road machine.

And so finally to the aptly named chapter 'Rolling Thunder' which covers Yamaha's 4-stroke range; all previous models covered being 2-strokes. Indeed, until 1970, Yamaha hadn't produced a 4-stroke motorcycle! With the growing popularity of trail riding and competition from Honda's XL range, Yamaha reiterated with the XT500. At the other end of the scale, and hardly 'thunderous' we see the smaller 125 - 350 cc XT models.

One glaring omission from this book is trials machines. Dirt bikes in their own right, the highly successful and extremely popular TY range is surprisingly ignored.

An appendix covering the evolution of the monoshock system by diagram follows, with finally the familiar 'Library Series' specification, which include both model recognition and model charts. A difficult section as there have been so many and varied dirt bike models from Yamaha.

But for the aforementioned lack of trials history, this is an excellently written book and there can be no doubt that Colin MacKellar knows his Yamahas. Surprisingly, he received little help from Yamaha in Japan for his information. Still, throughout the book, his attention to detail is excellent, with each major model development described in full with comprehensive engine/chassis specification.

Over 150 B&W photographs, both action and static bring the subject to life and illustrate the many, many Yamaha dirt bike models. Produced to the same high standard as Osprey's other titles, this is a worthy addition to the Collectors Series. As Heikki Mikkola says in the forward ... 'Yamaha created the off-road revolution and helped develop it into the important branch of the motorcycle industry it has now become. This superb book tells us exactly how it all happened'.

THE LAWBOOK FROM ALLIANZ - KNOW YOUR MOTORING RIGHTS AT A GLANCE

Publisher: Jordans

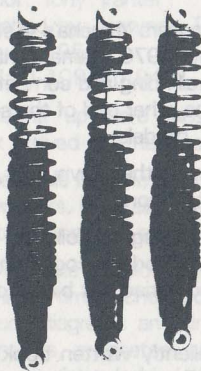
Cost: £4.95

ISBN: 0 85308 094 1

As motorists we must abide by the law for our own safety as well as other people's, and this has had an effect upon how we conduct ourselves on the road everyday. Apart from the obvious illegal acts such as drinking and driving, speeding, etc, how aware are we of our legal position as motorists, or those of our passengers, or pedestrians and other drivers?

Allianz Legal Protection have now produced an easy to read reference book of everyday law that explains in straightforward terms how the law affects us as we go about our daily lives.

Called 'The Lawbook' it contains essential information for motorists and covers such topics as road traffic offences, road accidents, motor insurance and also provides advice on buying vehicles from dealers or privately, finance, repairs and services and many other subjects of relevance to the motorist.



£54

INC. V.A.T. Post And Packing

GAS £69.58p INCLUSIVE A PAIR



OIL £66.13p INCLUSIVE A PAIR

Non-rebuildable and rebuildable shocks – will fit most trials bikes. Available in:- 13.4"/14".

ALL FALCON SHOCKS ARE REBUILDABLE AND FIT MOST TRIALS, TRAILS BIKES AND SOME ROAD BIKES.

SAMMY MILLER LTD

GORE ROAD NEW MILTON, HANTS

FULL RANGE OF FALCON SHOCKS

MAIL ORDER SERVICE PHONE (0425) 616446



A whole range of everyday topics such as The Home, Consumer Affairs, The Family, Employment Matters and Insurance are also included in this useful book and each chapter contains a list of relevant organisations to contact for further advice.

In addition, this title features a section on Law and Order which explains the roles of solicitors and barristers, the hierarchy of the courts, the power of the police and how to obtain legal advice and assistance.

The Lawbook was compiled by the legal experts in Allianz's claims department and is based upon their experience of running a telephone advisory service for their policyholders' legal problems.

OK, so not exactly every green laner's answer to rights of way problems, but this little paperback contains a wealth of useful legal/vehicular information.

John Higgin recently sent in these snippets of the daft things people say. Extracts from an article entitled 'Would you believe it!' taken from the South Lakeland Council newspaper.

'Where can we go to be chased by goats? Our friends went on a walk and got chased and we want a similar experience!'

'Are there any wallabies in the Lake District?'

'What time does the Lake District close?'

'Where do you get a visa for Scotland?'

Q: 'What time are you open?'

A: '9.00 - 9.30'

Q: 'What just half an hour?'

'How big are the mountain goats and are they comfortable?'

I NEED YOUR ROAD/BIKE TESTS – Do you have an interesting/special/pre-65 or just plain ordinary trail bike? Let the Bulletin know about it? If you can include a photograph, then all the better.

If anyone is interested in trail riding in France, send the Bulletin Editor a stamped addressed envelope for leaflets/addresses



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 — Dick Sutton, Pen Rochell Farm, Llanfihangel, Rhydithon, Dolau, Nr Llandrindod Wells. Tel Pen y Bont 200. Guide available by special arrangement.

LAKE WINDERMERE. B&B Lock Up Yard for 12 bikes. Ale Houses 20 yards, ample parking. All rooms CTV & Tea Makers. B&B £9.00 mid-season ie. 31st March - 1st Nov. Out of season B&B £8.50. Brendan Chase, College Road, Windermere, Cumbria. LA23 1BU. Tel: 09662 5638.

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.

MIDWALES Farmhouse accommodation for trail riders. BB&EM. Only 4 miles from Rhayader. Garage for bikes, ample car and trailer parking. Or rent one of our Mountain Bikes and discover the fun of this new sport on the tracks and trails of the Elan Valley. Tel: Ron or Sue Jowett (0597) 810023

FOR SALE

'O' RING CHAIN for most trail, enduro and MX bikes at unbeatable prices. Clive Baxter, 29 Linnet Close, Gloucestershire, GL4 9XA. Tel: 0452 507424

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'

**COPY DATE BULLETIN No 127
25th June 1988**

TRAIL RIDERS FELLOWSHIP

Group and Group Rep.

BRISTOL

Ian Hingley
70 Crockerne Drive, Pill,
Bristol. BS20 0LE
Tel: 027 581 4090

CAMBRIDGESHIRE

Glenn Pasco, 12 West Leys,
St Ives, Cambs. PE17 4DS
Tel: 0480 67094

CHESHIRE

Mr M J A Johnson
39 Hawk Green Road, Marple,
Stockport, Cheshire. SK6 7HR

CUMBRIA

Colin Thompson, Crag Cottage,
Colthouse, Hawkshead, Cumbria.
LA22 0JT Tel: 09666 494

DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, 99 Cobnar Road,
Sheffield. S8 8QD
Tel: 0742 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 Motel, Huntingdon.
On A604 and A1 crossing.

2nd and 4th Mondays. The Robin Hood
Buxton Road, High Lane, Hazel Grove,
Stockport.
Tel: 061 427 6963

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

2nd and 4th Tuesdays. The Victoria
Hotel, 248 Neepsend Lane, Sheffield.

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

1st Tuesday of the month 8.00 p.m.
Stable Bar behind the Drax Arms,
Bere Regis.

2nd Wednesday. Three Horseshoes,
Hemington, Leicestershire.

2nd Wednesdays. Kettingley Social
Centre, Knottingley.

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

GLOUCESTERSHIRE

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

GWENT

W D Bennett, 14 Coed-y-Pia,
Llanbradach, Caerphilly,
Mid Glamorgan. Tel: 0222 868123

HERTFORDSHIRE

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

LANCASHIRE

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

LODDON VALE

Don Lewis, Ladybower, Dogmersfield,
Basingstoke, Hants. RG27 8SS
Tel: 0252 616359

NORFOLK & SUFFOLK

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

NORTH MIDLANDS

Ray Morse, 4 Sidmouth Avenue,
Baswich, Stafford.
Tel: Stafford 661543

NORTHUMBERLAND

Dave Vaughan, 15 Seaburn Gardens,
Sunderland, Tyne and Wear,
SR6 8BT Tel: 091 5293202

NORTH WALES

John Mills, 7 Brookfield Drive,
Holmes Chapel, Cheshire. CW4 7DT
Tel: 0477 34425 (nr Queensferry & Mold).

NORTH WEST LONDON

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

NORTH YORKSHIRE

Dave Light, 15 Kingsley Road,
Harrogate. Tel: Harrogate 886278

1st Monday. Wootton Hall, Barnwood
(off Walls Roundabout).

Tuesday. King's Head Hotel,
Pontnewydd, Cwmbran, Gwent.

1st Wednesday. Red Lion Hotel,
Radlett, Herts.

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

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

1st Wednesday. The Blue Lion,
North Pickenham.

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

3rd Tuesday, Ryton Rugby Club,
Ryton.

1st Wednesday. The Fox & Grapes,
Chester Road, Hawarden, Clwyd

1st Wednesday. Red Lion Hotel,
Radlett, Herts.

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

SHROPSHIRE

Paul Kingston,
52 St Michael's Close, Madeley,
Telford, Shropshire.
Tel: 0952 583812

SOMERSET (formerly EXMOOR)

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

SOUTH EAST

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

SOUTH LONDON & SURREY

Brian Wright, 'Little Orchard',
99 Boundary Road, Wallington,
Surrey. SM6 OTE. Tel: 01 669 4214

SOUTHERN (HAMPSHIRE)

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

SUSSEX

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

TEESSIDE

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

THAMES VALLEY

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

UPPER THAMES

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

WEST ANGLIA

David Knight, 89 Blackfriars,
Rushden, Northamptonshire.
Tel: Rushden 313816

WEST MIDLANDS

Peter Cookson, 44 Burman Road,
Shirley, Solihull, W Midlands,
B90 2BG. Tel: 021 745 6129

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

Last Thursday 8.00 p.m.
Ruishton Inn, Ruishton, Taunton.

2nd Tuesday. Pied Bull,
Farningham, Kent.

1st Wednesday. Epsom & Ewell
Football Club, West Street, Ewell,
Surrey.

3rd Tuesday. Priory Inn,
Bishops Cleeve. B2177
(formerly the A333).

Contact John (every other month
4th Wednesday ie. Feb, April, etc)
Hassocks Hotel, Hassocks,

1st Wednesday. The Station Hotel,
Kirby, near Stokesley.

3rd Monday. District Arms,
Woodthorpe Road, Ashford, Middx.

Last Tuesday. Lansdown Club,
Milton Trading Estate, Nr Abingdon.

1st & 3rd Thursday. Scott Bader
Club House (opp. Parish Church),
Wollaston, near Wellingborough.

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