

WEST YORKSHIRE

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1st & 3rd Monday. Frizinghall
Conservative Club, Off Manningham
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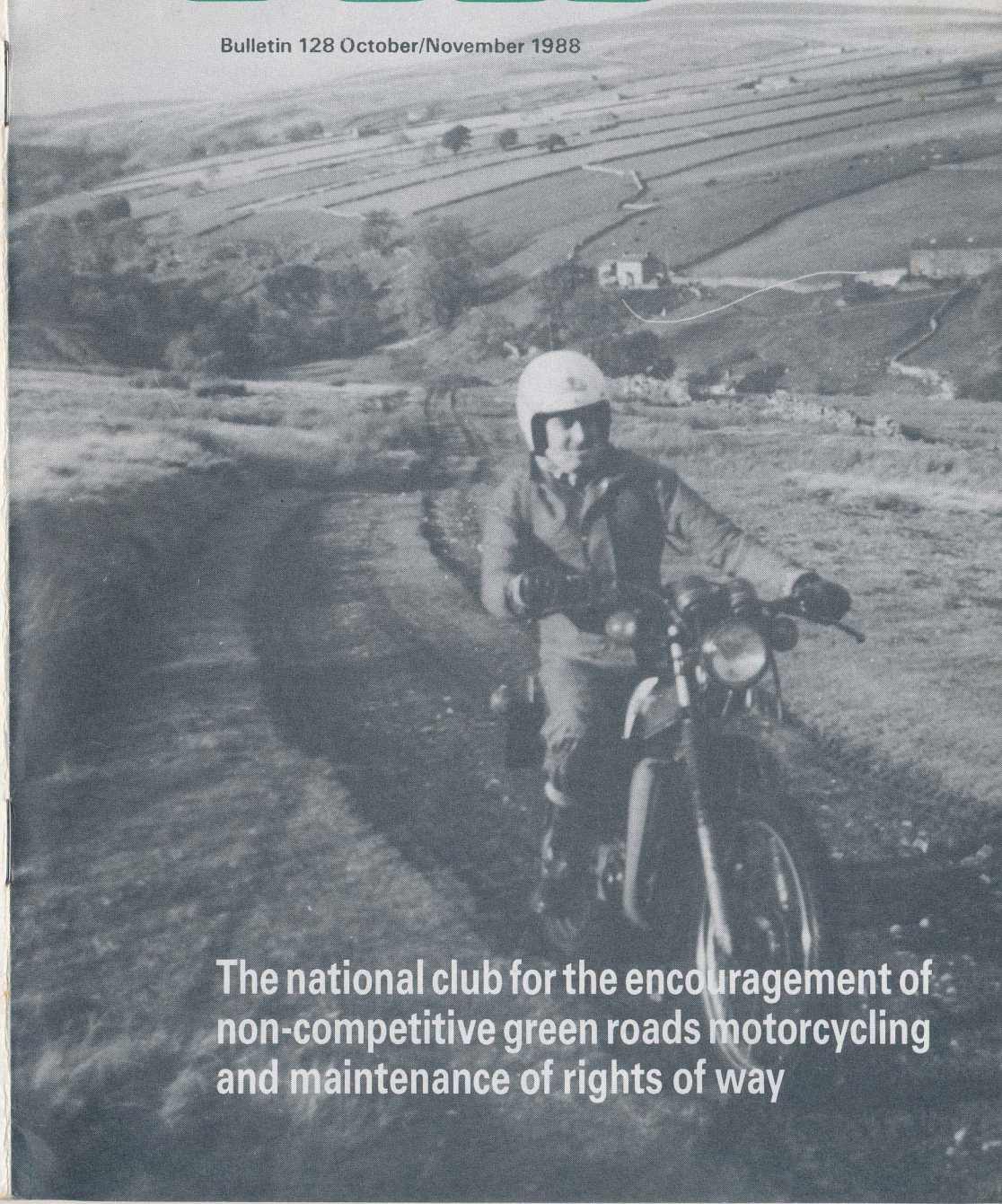
Phone Bill Riley

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



TRAIL RIDERS FELLOWSHIP

Bulletin 128 October/November 1988



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

TRAIL RIDERS FELLOWSHIP

Bulletin No 128

October/November 1988

- 8th/9th Cambridgeshire TRF Weekend. Details from Dave Edgar
Tel: 0223 68978
- 30th Teeside Group Run. 9.30 a.m. Pateley Bridge Car Park. Big Bad Bob will lead any and all, willing and unwilling souls into territories untouched by Teeside TRF.
- 6th Teeside Group Run. 9.30 a.m. Leyburn Town Square. We will not be finishing in Leyburn so no wimping out with girlie vans and trailers!
- 20th Teeside Group Run. 10.00 a.m. Stokesley for a half day ride finishing about closing time, that is 3.00 p.m. NOT 11.00 p.m.
- 4th Teeside Group Run. 9.30 a.m. Ingleby Greenhow Bank Foot. An ascent of the south face of the Rudland Rigg (without oxygen) will be attempted!
- 11th Teeside Group Run. 9.30 a.m. Outside the phone box at Westerdale. A 4-5 hour ride east to the North Sea (and back).
- 26th Teeside Group Run. 10.00 a.m. Stokesley. A Christmas shake up (and down). All flat easy trails with a smattering of fords.

Cover Photo: The Drovers Road from Marske Near Richmond to Hurst, North Yorkshire Dales. Courtesy Andrew Orriss

DECEMBER

- 4th Teeside Group Run. 9.30 a.m. Ingleby Greenhow Bank Foot. An ascent of the south face of the Rudland Rigg (without oxygen) will be attempted!
- 11th Teeside Group Run. 9.30 a.m. Outside the phone box at Westerdale. A 4-5 hour ride east to the North Sea (and back).
- 18th Shropshire Group 'Open to All' Run. Contact: Steve Rawlings (S Shropshire) 0952 44161
- 26th Teeside Group Run. 10.00 a.m. Stokesley. A Christmas shake up (and down). All flat easy trails with a smattering of fords.

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REMEMBER

REMEMBER

REMEMBER

REMEMBER

THE 1988 TRF AGM WILL BE HELD ON SUNDAY 30TH OCTOBER AT THE NATIONAL MOTORCYCLE MUSEUM STARTING AT 11.00 a.m.

EDITOR'S RAMBLINGS

It hasn't been a very good summer ... and I'm not even talking about the weather. All I have seen, read, heard or been told about the TRF seems negative. We should not associate ourselves with 4WD vehicles, we should disassociate ourselves from the BMF, LARA and probably any other organisation under the sun ... that aside from the usual 2-stroke v 4-stroke and trial v enduro tyre arguments. Folk have been misquoted, misconstrued and misunderstood. It's all very depressing, particularly in today's anti-motorcycling world.

I think it's time for some positive thought; we all know what it means but how many of us practice it? For a start, isn't it time we stopped bickering amongst ourselves and get on with what the TRF should be all about — you've only to read the front cover of the Bulletin to find out what that is! It may not solve the larger battles, but if your army's fragmented you might as well pack up and go home anyway. And what ever happened to the fun aspect of trail riding. How on earth are we going to encourage new members to join if all they hear is moan, moan, moan? I know I've been struggling against low morale and I'm sure I can't be the only one.

Well, that off my chest, are you getting enough out of your Bulletin? If not, why not? I would be grateful for any suggestions for future articles, features, reports, call them what you will. Don't worry, I won't ask you to write it unless, of course, you happen to be an expert on a particular subject. All I want to know is that the Bulletin that falls through your letterbox is stuffed with information that YOU want to read. Let me know!!

On a more positive note, judging by the deluge of letters I received about trail riding in France it would seem that a goodly number of TRF members will have been heading southwards for their mud plugging this summer. Hope those of you who made it, enjoyed it. Also, the letter in Bulletin 126 'attacking' groups and runs has produced some good, constructive advice.

By the time you're reading this the Motorcycle Show at Earls Court may have come and gone, but I wonder what (if anything) we trail riders will see this year. Kawasaki's KMX200 appears to have been a popular model since it's launch at the NEC last year, proving that there is market out there for bikes between the 125 and 600cc brackets. Unfortunately, although we were all fired with anticipation at the re-launch on these shores of the BSA machines, it appears the company have had to shelve the idea due to being let down by the proposed trail park contract. Oh well, I wonder when anyone will bring out a proper 4-stroke trail bike again?

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LETTERS

In answer to the letter published in the June/July TRF Comic. I feel that I must put pen to paper in defence of run leaders and those members of the TRF who attend club meetings regularly.

There are unfortunately quite a number of members who feel that having paid their subs, only come to meetings if they can 'get a pass out' or have 'nothing particular to do' on that night. When they do attend many expect to find all the elected officers, from the Chairman down, plus a healthy number of members in attendance. Most of them want to be welcomed with open arms, have their OS maps marked up for them (if they have bothered to buy any), and to be told the club news and business since they last bothered to attend.

Most of them would like runs organised by someone other than themselves, but to suit their individual bikes, abilities and circumstances. If this is not possible when out on the run expect just to ride, not to open gates, be pulled out of difficult situations, fed and watered (both man and machine) and generally whine throughout the day and be a right pain in the butt.

Good run leaders are a die-ing breed, most of the runs are organised by the same few people who like to ride bikes and want fellow like minded riders to join them.

So, if you have a 250 mile enduro type run (his expression not mine), its what the run leader and his mates want, if you want to go as well, great, but the numbers must be limited for obvious reasons.

So what advice can I offer Mr 'name and address supplied'.

1. *Attend more club nights, get to know other like minded members who enjoy your type of run.*
2. *Explain to the local Rights of Way Officer that you want to lead a run for people with similar attitudes and abilities as yourself, ask his advice with map marking and route selection.*
3. *Get out on your bike and research the route, but remember to take someone with you.*

When the great day arrives it is you as run leader who will get all the flak, if there are too many riders or the garage who said they would be open on Sunday (particularly in Wales) closed at 12.30 p.m. The pub where you are going to have lunch has run out of beer/food, or the new publican will not serve dirty, smelly motorcyclists, because his daughter/wife/mother-in-law/granny, etc was seduced by a Hells Angel in the 1960's. Make sure you carry your birth certificate to prove that you had a father, also a tow rope, spare tubes, split links, wheel bearings, assorted brake and clutch levers for all the various makes and models of bikes on the run, and last but by no means least plenty of aspirin for your headache.

So, Mr 'name and address supplied' less whining and more action, think what you as a member can put into the club, not just what you can get out of it. It is the TRF as well as the Lord who helps those who help themselves, you have identified a need, it is up to you to satisfy that need.

Ageing geriatric run leader, Shropshire Group

After reading the anonymous letter in Bulletin 126 concerning his difficulties in getting shortish runs taking in the scenery instead of these 'flat out 250 mile enduros', well perhaps I can help him and maybe others if they would like a day out in the Yorkshire Dales. I am willing to take other members over some of the best trails in Yorkshire, but I'm afraid under three conditions:

1. *No more than six in the group.*
2. *Its to be a run not an enduro (I'm well over 40 so it has to be fairly gentle.*
3. *All bikes must be fully road legal.*

If anyone is interested please write or phone (after 7.00 p.m. or weekends) Leeds 825156. Please note I will not mark maps until I've met you on a bike during a run. I'm afraid the 4 wheel drive people are making an awful mess of some of our trails in Yorkshire.

David Lockwood, Rothwell, Leeds

TRAIL RIDING — THE BOOK

'Exploring Green Roads and Lanes of Britain' by Ian Thompson (TRF member and ex-Membership Secretary).

Official publication date by G T Foulis & Co Ltd (Haynes) is scheduled for 1st December 1988, with some sort of launch at the Bristol Dirt Bike Show later in December. Copies should be on sale at the Show, but I cannot guarantee it.

The book covers the main trail riding regions from the Scottish border to Kent and Cornwall. It is not a dry 'how to do it' set of instructions, but an entertaining (I hope) account of how I did it, with much emphasis on doing it your own way. It does give detailed descriptions of some of the more challenging green lane routes, eg Dover to Lands End! but it also helps you to find your own routes.

It should be a good fireside read, which makes you want to get the bike out of the garage the moment you've finished it. It should at last provide a book which you can turn to when someone says 'So what's this hobby of yours all about?'

Ian Thompson, Newquay, Cornwall

THE PRO-LOG

SHIPSHAPE CLOTHING FOR THE TRF

Any member or friend of the TRF who wishes to publicise their sympathy for our cause may purchase sweatshirts and T-shirts. The artwork of the well known TRF logo has already been set up for over-printing either in large 6 inch diameter format or small 2.5 inch diameter. Simply state whether you want the logo(s) on the front of the shirt, the back, or both.

Prices are approximately £7 each for the superior sweatshirts and £3.50 for the T-shirts. These prices include one logo printing and are for small, medium and large sizes. Extra large and XXL sizes are 50p to £1.50 more per item (sweatshirts). T-shirts are less for the larger sizes, 25p to 75p extra. Carriage is charged at cost. Colours are: navy, white, black, bottle green, red, yellow, royal blue, sky blue and grey. VAT extra!

Contact: Shipshape Ltd, Unit 4, Keward Industrial Estate, Wells, Somerset, BA5 1DA
Tel: 0749-78035/78635.

SEEN BUT NOT HERD

The spelling mistake is deliberate. The British capacity for joining up with others is well known. We all like to 'belong' — to a club or even a fellowship! It makes us feel comfortable, we make friends, we share experiences and knowledge. We feel proud to sport the club's badge on our clothing or on our motorcycles.

But in the great debate on access in the countryside, this tendency has to be controlled; people pollution is bad news. I well remember some years ago when I was an enthusiastic member of the British Sub-Aqua Club, a certain beach on the Lizard peninsula in Cornwall became so popular with visiting divers that the locals banded together to purchase the beach to prevent their village from being over-run. They were fed up with having compressors, air bottles, weight belts, wet suits and other diving paraphernalia littering their small fishing cove.

It seems to me that small is beautiful, certainly so far as trail riding groups in the countryside are concerned. I live in the countryside, in the Mendip Area of Outstanding Natural Beauty, to give it its full official title. You would be surprised just now obtrusive is a party of 20-30 ramblers, shouting and bawling to each other on a Sunday afternoon.

On the television recently, was a programme about farmers and the problems they are having with balloonists. The noise of the burners scares the cattle in the fields and much trespass takes place and damage to arable crops apparently when the retrieval crew comes to pick up the balloon.

We live in a very overcrowded island in the UK. It is essential, I feel, that groups of trail riders are limited to a maximum of 10; ideally, 4 or 5 riders is more than enough. Sometimes long distance trials take place in Avon and Somerset and with 150 riders entered, they seem to pass by your house all day!

I am sure that if we all spread out a bit, there would be no problem. So far I haven't touched on the subject of 4WD vehicles. Far too much has been said about these people already. But the same applies, numbers to a minimum and good old-fashioned courtesy to others; you cannot be too polite. My old man used to be fond of quoting — 'manners maketh man'. Out with Dick Sutton recently, I noticed how he always stopped to pass the time of day with farmers and other locals we encountered around the hills of mid-Wales. Dick is a country-lover, interested in history and also enjoys his motorcycling. His approach is the right one and one we could all emulate.

The TRF generally has an excellent PR stance and it is a tribute to the membership that groups automatically stop and cut engines for horse riders, etc on green lanes. At least that is my experience. But there is still room for improvement. Looking aggressive and noise are still difficulties to overcome. I don't see why we can't become more 'environmental'. Clearing green lanes is caring for the environment and trying to prevent their loss or destruction certainly is.

PRUNE BACK THE RAMBLER

This headline in my local paper, the Wells Journal, caught my eye. In view of the attitudes of the RA towards us, I thought it particularly appropriate for inclusion in the Bulletin and could even be debated as part of a motion of future policy towards this most selfish of user groups!

Gwyn Thomas, Press Officer

MY EMBARRASSING MOMENT

This incident happened whilst I was leading the Southern Group around some of our better local lanes. At the time I had a rather elderly IT175 Yamaha. During the early part of the run it developed a misfire which only seemed to occur at low speed. At a rather pleasant village green, complete with cricket match in progress and a few families picnicking, my IT decided to stop. This in itself was embarrassing enough but after a little fettling I decided to bump start it. At this point I'll tell you that the fault was eventually traced to the low speed coil. Knowledgeable readers will realise that this does not affect high speed running.

Anyway, I set off pushing the bike and running next to it, at about 15mph the IT began to fire. Unfortunately this was about the time I began to expire, I could run no faster, nor could I jump onto the bike. As I fell behind I could not help opening the throttle further. You can imagine the result. I was being dragged along the road by my own motorcycle in front of a crowd of cheering cricketers and picnickers. At this point I decided to let the bike go its own way and collapsed in the road. Thus released, the IT performed the best wheelie anyone had ever seen, coming to rest a few hundred yards further on, to another round of applause. The Southern group keep asking when we will be entertaining them again and apparently the Tilford Cricket Club still talk about the incident in the local pub!

Brian Wright, South London & Surrey Group

ANCIENT AND MODERN

I have two trail bikes in regular use; one being a de-restricted KMX125. This is a fabulous bike on the lanes and on the road. The suspension is virtually faultless giving a smooth ride in most situations. The engine is very powerful but only over 6000rpm, so it is not a bike you can 'plonk'; my old KE175 was better at that. I've had the temperature gauge right up when stuck in very deep mud for 10 minutes but those were extreme conditions. I have cured future overheating by diluting the anti-freeze by 30% and since then have had no problems. All round a super little bike — even for a 43 year old like me!

My other bike is a British bitsa. It was rebuilt in 1965 from a 1956 Triumph T100 swinging arm frame and a 1953 T100 (500cc twin) engine. The engine is from an old sidecar racing outfit with high comp. pistons and centre plug, etc. It has a 2 into 1 exhaust with a Tiger Cub silencer. The petrol tank is a genuine BSA Gold star scrambler alloy one with the mudguards also alloy. I use Pirelli trials tyres which give adequate grip. The seat is from a Trials Tiger Cub.

Starting is very good and engine power is spot on for road use as it pulls like a train from zero revs and that's with road gearing. The 4-speed gearbox is more adequate due to the power characteristics. With a top speed of around 85-90mph the Triumph stills returns 50-70mpg. I have a trials rear sprocket, but I haven't tried that yet.

The bike is a heavy 350lbs plus and the suspension is ... er.... not quite up to KMX standard. Ground clearance at only 6 inches is a problem — I must fit a bashplate one day. However, this also means a low seat height which is better for me. At 5'7" I find with the Triumph I can easily leg it when it gets stuck in deep mud.

Even though the KMX is a far better bike all round, I prefer to ride the Triumph which I do at least twice a week. It is flexible, powerful and great fun. However, I am not a purist and I enjoy all bikes.

Heyden Harrison, Eastwood, Notts.

BIKING THROUGH BURGUNDY

Now what? We were at least four miles from the nearest road and had been digging, muddy water lapping over the top of our boots, for the best part of an hour. If I'd ever forgotten how heavy my old XT500 was, I now had no doubt at all; it was well stuck. I'm sure the frogs and newts were really enjoying our struggle in their stream. The stream itself was no more than six feet wide, nor more than two feet deep but the sandy mud and submerged logs had a hold on the back wheel and they wouldn't let go. Under the water we could feel that the wheel had sunk into the mud/sand up to the hub and the more we dug, the deeper it sank. The forest of Montambert no longer seemed so friendly.

We had set out the day before from Cercy-la-Tour where I live, to explore the green roads in the hills to the north of the Beaujolais area. My travelling companion was Dave Reek from Derbyshire who, crazy man, had ridden an XR200 the 500 miles from



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England to deliver it to a friend of mine, then immediately borrowed it for our trip. Early in the morning we loaded up the bikes, or rather my XT — 'The XR hasn't got a rack; you'll have to carry ALL the tools, spares, clothes, etc.' Not only did I have the heaviest bike, but all the gear as well. Something not quite right here, I thought. Waterproofs? Don't bother, this is France isn't it, land of wine and perpetual sunshine. So off we set, travelling east through the Morran Hills to find the GR76 near Chalons-sur-Soane.

A couple of hours later we were in a cafe in the wine growing village of Moroges studying the guide book and map to find our starting point. There it was, 'a good grassy lane' said the guide, and it was. A couple of yards, sorry metres, from the tarmac there was grass up to tank level and mud to the wheel hubs. Great, just like home! The lane led eventually into a farmyard and there we met the only unfriendly native of the whole trip. I've never come across such an aggressive turkey. It refused to let us pass and I was glad of my strong boots. No, I didn't kick it, but it pecked me! We eventually got free and with a wave from the farmer who was attracted by the commotion, we were on our way heading generally south on a ridge overlooking the vineyards and with views across the Soane valley towards the distant Alps.



Just before the stream

Midday saw us at Saint-Gengoux-le-National, sitting outside a cafe feasting on vast cheese sandwiches and welcome glasses of cold beer. The weather was ideal and the lanes, so far, had not been too taxing, but always interesting and with superb views. 'Dead easy, these French lanes', said Dave, almost with disgust. The Gallic gods must have been listening.

The next four lanes were straightforward enough and then we came to the river, but there shouldn't be a river on our route. Taken the wrong lane again, still if we cross over and turn left we should be back on the right track, and a tractor had been across, but they've got really big wheels haven't they? Off went Dave, in a cautious arc downstream to avoid the big rocks. No problem, I got across with only slightly wet feet.

The next lane of note was a very narrow track where you had to thread your handlebars around trees at the same time riding over the equivalent of a horizontal dry stone wall. After what seemed like ages the going became easier, we crossed a road and Dave set off in the lead, around a corner and out of sight. I turned the corner and there he was, the XR's rear wheel in a hawthorn bush and the front wheel pointing skywards. The track had suddenly turned into a steep, off-camber climb on damp grass and Dave had slid sideways and backwards only to be saved by the tree. 'Dead easy these French lanes . . . A lot of pushing, pulling and cursing saw both at the top. A couple more lanes and we reached Cluny.

A glass of beer and off we set eastwards on the GR76C which would take us to the GR7. Almost immediately we were into the forest which became thicker and darker until we had to use the headlights to see where we were going. I don't think there are any bears or wolves left in this part of France but I swear pairs of beady eyes were watching us and waiting for us to break down. Fortunately we didn't and we emerged from the forest just as the first raindrops began to fall. Were we, hardy British bikers, concerned about the approaching storm? We certainly were and we reached shelter in the nearest village just in time. After an hour of torrential rain, the sky cleared and we went in search of a hotel for the night.

As we approached St Bonnet-de-Joux we came across an ancient Frenchman, soaking wet, in the middle of the road, trapped underneath his overladen (with bottles of wine) pushbike. But that's another story. The owners of the small two-star hotel welcomed us and provided us with a twin bedded room with shower, etc, balcony overlooking the nearby hills and breakfast for about £16 all in. The evening meal was extra of course, but with a couple of jugs of wine that came to about £12 for the pair of us.

The next morning we found the GR7. which would lead us back to where we had started. By early afternoon we were back at Moroges, having ridden through forests, down farm tracks, through small hamlets, between hedges, enjoyed rocks, deep mud, tall grass and come across the one and only gate of the trip.

We had planned to continue north on the GR3 but had trouble finding it in the vineyards and so we thought, rather than upset anyone, we would head back towards Cergy-la-Tour and follow the GR3 for a while. Which is how we came to be up to our knees in muddy water.



'Dead easy these French Lanes' —
Dave Reek regretting his words

I'd ridden this stretch of the GR3 before, on my own, but in the other direction and had had no trouble with the stream. This time was different and I was glad I wasn't on my own. Finally, by digging and then laying the XT on its side, we managed to pull it free. That was the last green road of the trip. A road ride back to Cercy, a shower and a good meal had us both grinning again. We'd had a couple of days green lane cruising at a leisurely pace, met no other bikes, no walkers and only friendly locals. We had passed through countryside and villages rarely visited by anyone, let alone tourists and had felt the buzz of being far enough away from civilisation to make it an adventure. Give 'la moto verte' a try, you won't regret it.

David Chambers, Cercy-la-Tour, France

LIFE OF BRIAN

Brian Thompson's (National Rights of Way Officer) Rights of Way News and Comments on the World of Trail Riding

LAKE DISTRICT

Being of national importance and the only mountain passes available to trail riders in the UK, results of the public inquiries into TRF Byway claims have provoked many worried enquiries. As the situation stands Walna Scar Pass, Garburn Pass and Moor Divock (from Pooley Bridge) are reclassified as bridleways and most people will regard them as closed to all vehicular use. A second chance at claiming them Byway under the simpler 1981 Act is not possible say the Department of Environment.

The situation on Gatesgarth lane is that it remains a Byway but the recommendation is for a 4WD Traffic Regulation Order. Only Stile End Pass is a Byway as is the Windermere continuation of Garburn Pass known as Dubbs Road and this is open to all traffic, though Cumbria County Council are threatening TROs and physical obstructions to 4WDs if restraint is not shown.

4WD; MY VIEW

Responsible use of 4WDs on good surfaced lanes like Houndkirk Road (a Byway in the Peak Park) and Stake Moss (near Bucken in the Dales) is perfectly proper and should be a right that can be defended as the surface is either stony or sandy. But the use of heavy vehicles in wet weather when the surface is very soft, is entirely different. I accept that responsible 4WD clubs like the Yorkshire Rover Owners Club avoid such lanes when wet or in winter, but there has been a dramatic increase in irresponsible use within the past 12 months.

The Monks Trod is so badly damaged that Powys County Council say there is no prospect of repair in the immediate future which is bad news for other users and spring lambs who may drown in the water filled holes. Perhaps the most alien sight to me is the use by the 4WD clubs of a huge array of equipment needed to tow the cars along muddy lanes, I quote 'be prepared with at least 2 vehicles, one recovery rope, one high lift jack, one axe, one bow saw, one capstan winch, one drum winch, one 14 pound sledge hammer, engine hoist, etc' The AWDC even use heavy trucks on green lane

GRANADA TV FILM DAY IN THE PEAK PARK
(Photos from Brian Thompson)



Alan Kind and Geoff Wilson



**Yours truly on an enduro bike!! Geoff Wilson (right)
Walter Boothroyd (left)**



Derbyshire – Lockerbrook



Derbyshire – Wellington's Monument

surveys! To me it sounds like a military or Trans Africa expedition, not peacefully passing along the Queens highway. Evidence is freely available in the 4 x 4 magazines and this very damaging evidence is now in the hands of the RA and an army of others who dislike vehicles on green lanes. If the 4WD clubs would be prepared to leave all this heavy equipment at home and not use soft green lanes that need false aids to progress, this would be a major advance in public acceptability.

TRAIL MIX-UP

When I read that the Countryside Commission is to add 10 new national trails to the existing 13, I was most excited; but I soon calmed down. The Commission is to change the title of all the present 13 Long Distance Routes like the Pennine Way, the Thames Footpath, Peddars Way, etc to National Trails. I have objected on the grounds that the use of the word 'trail' will confuse Britain's 5000 trail riders and others that it is legal to use. All 23 National Trails will be for ramblers and horse riders only.

TRAIL BIKE HIRE

Want to hire a trail bike in the Lake District National Park? Want to tackle Walna Scar but don't have a proper trail bike? Here's how, but don't get too excited; the only bike that the authorities would allow under their strict planning laws is the Honda PXR trail moped!

The hire scheme can be located in the car wash in College Road, Windermere, Cumbria (Tel: 09662 4853. Helmets and clothing can be hired as well, and the fee of about £10 a day or £50 a week includes insurance. You must produce your driving licence.

A similar scheme is underway in the Peak National Park. I welcome it; we are lucky to be allowed trail mopeds. The PXR is very quiet and fully automatic.

GROUP OF THE YEAR

I am pleased to say that my group of the year is the Dorset Group. Set up only 12 months ago they have made steady progress in a county devoid of any legal vehicular rights. Norman Howard from Shaftesbury is the powerhouse behind the group and is a former film stunt man. Yes, he's the one on the cable car in Where Eagles Dare! The prize is a first edition Ordnance Survey Map dated 1920.

Second is the Kent TRF or South East TRF as they prefer. Led by Steve Neville and Ian Roscow they have shared out the county amongst several members, which is very wise. The group work closely with the local ACU which is a good thing.

Third is the Cumbria Group now with 50 members. They have kept a very low profile, essential in National Parks and set the highest possible standards. They have recently been accepted on a County Council committee and won over the once anti British Horse Society. For that good work alone they deserve recognition.

EXHAUST CURE

Thanks to Syd Palmer of Leyburn, North Yorkshire I am pleased to pass on a tip to cure that curse of all those instant rust matt black exhaust pipes and silencers. Try Hycote, in an aerosol can from all good car accessory shops. In case of difficulty write to Hycote Ltd, Sapphire Works, Middleton Old Road, Manchester, M9 3DU. Syd tells me that he's found it very effective on his Yamaha DT175 and lasts 12 months with one application.

YOU'RE NOT GOING IN THE SHED AGAIN?

'You haven't such a thing as an electric fire have you?' 'Well, as a matter of fact I have'. This exchange of words being the start of my current trail bike.

A friend of mine has a secondhand motorcycle spares and repairs business. I had called to see him one cold day when his office fire had just expired, so after a few exchanges of 'What do you want for it' and 'I don't know, what you do think it's worth' he's sitting in a warm office and I'm sitting in a cold shed thinking what the hell am I going to do with a 125 SWM motocrosser whose engine had tried to dismantle itself without the use of spanners!

I have a JERRED HONDA which has an oversized TL125 engine and after removing this and offering it up to the SWM frame I was quite surprised to find there was plenty of room between the bottom frame rails and top tube for the 4-stroke engine. So out with the hacksaw to remove the SWM frame brackets which held the Rotax 2-stroke engine. With not too much trouble new lugs were welded on for the Honda engine. All I needed now was another engine.

Honda TL125, XL185, XR200 engines have common mounting points (so I think) ... an XR200 would be nice but are few and far between, so when I saw an advert for an XL185 engine for £60.00 this seemed very reasonable. Unfortunately I had to drive up to Sheffield (a 250 mile round trip) but it was still a bargain, I've seen them priced at £100.00 plus. It's when I tried to fit it I learned that although the bottom mountings are the same, the cylinder head steady is at the rear on on the 185/200. Never mind, out with the hacksaw!

The hardest job of the transplant was fitting an effective air box as the original Rotax engine is rotary valve which results in a very low inlet take off to the carb. After trying various empty icecream containers, etc. I found the perfect thing — thank you Tupperware! I knew something good would eventually come from my wife's visits to friends and neighbours parties.

The next job was the exhaust system. I'm afraid this defeated all my attempts at tube bending and cutting so, a week before I was due to spend a couple of days in Wales for the Two Day Enduro, I gave up and ordered a Syglo system which I thought would fit with small mods. Unbelievably it fitted straight on, only needing a bracket at the rear for the silencer. I also fitted a pair of Sebac shocks as the units fitted were worn out. The Sebac's have proved to be very good and I think are good value for money.



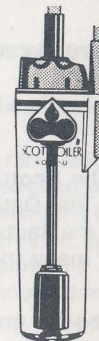
Den Hayter and 'Special' - out of the shed!

Next an enduro type headlight unit and rear guard were fitted. I have also since changed the front mudguard for an Acerbis one which stops water hitting you in the face when riding through puddles and streams. Finally, to be legal, I fitted a speedo kit which I bought secondhand.

I've used the SWM for the past year with no problems and covered about 800 miles including the Yorkshire Dales for three days and the Welsh Two Day Enduro, where I rode as much of the course as was possible. I have also ridden it with my 12 year old son as pillion.

My previous trail bike was an XR250 Honda and I've had as much fun on the SWM Special, which cost about £200.00, as on the XR250 which was six times as much. Another nice thing about riding something a little unusual is that people come over to ask questions or discuss problems they have had with their specials. So if there is anybody out there contemplating building a special, stop thinking, put a new blade in your hacksaw and spend many an enjoyable evening in your garage or shed.

Den Hayter, West Midlands TRF



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

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BOOK REVIEW

THE SCOTTISH (1900-1962) by Tommy Sandham. Reviewed by Rosemary Marston

Publisher: Willow Publishing, 128 Pikes Lane, Glossop

Pages: 112 paperback

Price: £10.95 (including P&P from Publisher)

Due to popular demand, this title has recently been republished. 'The Scottish 1900-1962' is the only fully documented history of the famous Six Days Trial. Dating back to 1909 this event has seen the amateur rider eclipsed by the factory professionals, but to compete in the Highlands is still the ambition of many trials riders.

My initial impression of this title was that it was just another picture book - great if you were there, not so maybe if you cannot relate to the era. I was actually mistaken. This book is the first volume of the complete history, the years 1963 to the present apparently still being written. The author of this first volume, Tommy Sandham is himself a 'Scottish' competitor, although he does admit to writing better than he rides trials!

With forewards by Gordon Jackson and Ralph Venables, the author takes us first year by year through the list of winners, and yes, Sammy Miller is just in there. On to the birth of this arduous competition which evolved out of various Scottish clubs' reliability trials and hillclimb events and saw the founding of the Edinburgh MCC. Certainly an ambitious and difficult event; afterall, would you like to tackle 186 highland miles on a 1909 machines in just one day? 650 in a week?

We are then taken roughly decade by decade, chapter by chapter from the beginnings to 1962. As well as covering the machines used and the people who made the event, several years' trials are reported on in a day by day fashion in such a way that you feel you were actually there. One point that surprises me with the SSDT is the number of women who used to take part, particularly given the nature of yesteryear's trials machines. Such names as Marjorie Cottle and Mary Driver competed successfully in the early years. A second surprise was to see that they even had Morgans taking part at one stage.

The author goes on to explain the dominance of the AJS machines in the early 1950's, winning the coveted Manufacturer's Award no less than four times. The mid-50's seeing a 900 mile route and a modification of the marking system. Then finally now the four-stroke machines reigned supreme in the early 1960's.

The book is well illustrated throughout with many B&W photographs as well as reprints of posters and programmes. There are many excellent action shots - particularly page 100, a rather amusing snap of one of the Police Team headbutting a spectator! The expressions captured on some of those competitors' faces summing up, without words, the effort, achievement and satisfaction of competing in the 'Scottish'.

Available mail order only from the publishers, this title, surely has a place on the trials fan's book shelf.

GROUPNEWS

WEST MIDLANDS GROUP

Ladies/Novice Run

We ran a ladies trail ride one Sunday morning on local lanes in the West Midland area. It had been suggested that we hold a novices run, but there was a lack of 'green' green laners, so it became a ladies run. At the club meeting there were six or seven ladies interested, but on the Sunday they had reduced to three and one male novice, our Chairman's son, David. The ladies' experience of trail riding amounted to zero, although Jane rides a Yamaha 650 road bike and Joanne has her own Honda TL200. Hilary, our secretary, had only ridden a bike a very short distance on the road.

I rode to the end of the first lane to take some photos and watching the riders approach, could see that Jane had mastered off road riding very quickly. She was riding a trials bike that she had borrowed and looked quite at home standing on the footrests through the wet and muddy track. Joanne seemed to be doing OK too. Hilary, however, was having 'a bit of bovver' but to be fair, the machine she was using is a bit peculiar. It's a 220cc Jerred Honda trials with high foot rest position and low 'seat', which makes sitting down very uncomfortable. Mind you, she was still smiling.

Their riding skills progressed very rapidly through the morning and at one time Hilary was seen with rear end sliding from side to side with both her feet still on the footpegs; very impressive from behind ... the riding style that is! Mind you, thinking about it ... (sorry Hilary)

We stopped at lunch time for coffee and tea cakes and then rode the lanes in the reverse direction back to where the cars were parked.

At the end of the run the ladies were all very pleased with their day and I think will be coming out with us again. The only casualty of the day was a broker clutch lever bracket on Hilary's Honda when she was 'attacked' by bluebells.

I haven't mentioned David as I think he conned us. He's not a novice at all, or is trail riding hereditary?

NB. I mentioned my Jerred Honda. Are there any other owners of these machines in the TRF. If so, would they like to contact me, maybe we could swap tips/comments as information on these is hard to come by. Tel: 0527 23550

Den Hayter, West Midlands TRF

SCOTLAND

I am delighted to report that my trip to Scotland to help establish two new TRF groups was a great success. Good turn outs by present and potential TRF members in Kilbirnie near Glasgow and at Perth mean that the TRF's properly off the starting grid.

The first meeting saw David Purdie, 89 Windward Road, East Kilbride, Glasgow, G75 8NR (Tel: 41502) elected as group representative and rights of way officer. The new group (West of Scotland TRF) will meet every Tuesday evening 7.30 to 9.30 at the Youth and Community Centre, 95 Shakespeare Street, St Maryhill, Glasgow.

Two days later in Perth the Eastern Scotland TRF was established with Charles Mackenzie, 12 Craiglockhart Road, Edinburgh, EH14 1HL (Tel: 03144 34275) as group representative. Les Millison from Dundee will be assisting in rights of way.

I handed all my file of papers to the group reps containing 20 years of reports, permission details, maps of drove roads, etc. If any rider has any further information or evidence about Scotland will they please pass this on to the David Purdie who will be liaising closely on rights of way research.

But please, before you all go rushing up to Scotland for your trail riding holidays, WAIT! It takes time to establish rights and routes and to organise a group.

Brian Thompson, National ROW Officer

GLADYS SMITH

Norman Smith can justifiably be called the grandfather of trail riding. For it was he who, almost alone, battled to save Britain's trails when they were threatened in the 1950s and 1960s. He still takes a keen interest in trail riding but he is now 82 and living in a nursing home in Kent where, sadly his wife Gladys died on 2nd August. Norman is far from well and the sympathy of all riders will go out to him. Should you live nearby, a visit would be appreciated. he lives at Loring Hall, Sidcup, Kent.

(Courtesy Bruce Preston, BMF 'Rider' Magazine)

WEIGHT SAVING AND OTHER MODS

It is my firm belief that a trail bike should be as light as possible, not only to make it easier to pull out of bogs, but less unsprung weight means better suspension.

I have found it possible to save about 3 lbs by replacing several bolts with light alloy bolts, washers and self locking nuts. Replace only the lightly torqued ones such as hose holding and plastic parts and possibly the exhaust and head steady. These are available from Venill Engineering Ltd, 21 Ranmore Road, Dorking, Surrey. I use the hexagon heads and not sockets which fill up with mud and dirt. For this reason I also replace any phillips screws with the same.

I also remove the tyre clamps from both wheels. To prevent tyres creeping either file or use a cold chisel to indent the rims where the bead sits. An extreme alternative is to drill the rim and use self tapping screws through the rim and into the tyre bead. On the outside, remember too that trials tyres are considerably lighter than knobbles and can be safely used in most areas for summer riding.

Welded on tommy bars can be cut off and the holes cleaned up so that a small screwdriver can be used if necessary.

For several years now I have drilled a series of holes in the brake shoes, both through the main rib and, if you wish, right through the lining. This saves grooving the shoes to keep them clean. After reading about Alan Kind's experience I should not overdo this. I used this mod on my XR250 and found it was possible to use standard XL125/MTX125 shoes and make them as light as the original magnesium shoes at a fraction of the cost.

Instead of fitting a rack and carrying heavy tools and spares, buy a bum bag, then the weight is on you and not on the bike.

When replacing wheel bearings, also replace the grease seals and the spacer. The grease seals wear a groove into the spacer — compare the old and new and see. Bearings, incidentally, are usually cheaper from a specialist supplier and are generally available if you quote the number stamped on the old bearing.

Alloy handlebars and sprockets show a considerable saving in weight over steel. Rear pillion rests, either frame mounted or swinging arm mounted, can be removed which will also save weight. Even using a different headlight, such as the Acerbis unit, will generally be lighter than the original equipment.

I fitted an IT175 petrol tank to my XT350 which holds about a gallon less, therefore saving that much weight of petrol. The fuel tap is from a moto-crosser which is also lighter. Other parts from moto-crossers can sometimes be used such as alloy kickstarts and gear levers. However, avoid aftermarket, lighter, silencers unless you are convinced they are as quiet as the original.

In fact, judicious drilling of holes is a virtually free way of lightening a part, but don't overdo it! *(Remember the old Ogric cartoon? - Rosie)*

One area I have never seen covered in articles about weight reduction is the weight of mud sticking to the bike. With a bit of thought it is possible to reduce this too. Bash plates carry several pounds of mud, bash bars are better. Some rear mudguard extensions seem designed to hold mud. A Small piece of plastic screwed or bolted over a mud trap is often worthwhile.

I have taken some stick for some of these mods, but remember, all these ounces add up to several pounds (or kilograms). If you weigh the parts replaced you will be surprised. My XT350 now only weights about 30 lbs more than an XL185. A word of warning though, once you begin to lighten a bike it can become an obsession!

Brian Wright, South London and Surrey Group

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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.

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Copy Date for Bulletin 129
25th October 1988

'Dare You Publish!!' said Gwyn Thomas ...

Former TRF Membership Secretary Ian Thompson driving a 4x4 on a green road in Cornwall. Don't tell BT ... and Press Officer Gwyn Thomas (daren't show his face) on the ultimate green lane machine, viz: noise — nil; smell — nil; power — slight!



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, Rhydython, 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 Ideal for Brecon Beacons and Black Mountains, etc. Friendly guest house run by Barbara and Belinda Cox. Central for town centre and all pubs! Lock up dry barn for bikes. TV lounge, bar and ample good home cooking. £10 B&B. 'The Beacons Guest House', 16 Bridge Street Brecon, 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

TRAIL RIDING

DIRTY WEEKENDS IN YORKSHIRE DALES. Trail riding w/ends from Friday (e/m) to Monday (b/fast), lunches excluded. Full days riding Sat and Sun. Max. 4 riders £40 each, guided or unguided. Weekly and other combinations of days available. Garage and workshop, good pubs, wine bar in village. Phone 0282 693821 or write to David McWhinney, 73 Keighley Road, Cowling, Keighley, West Yorkshire, BD22 0BX

FOR SALE

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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

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39 Hawk Green Road, Marple,
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CUMBRIA

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

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David Bonsall, 99 Cobnar Road,
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Tel: 0742 748688

DEVON & CORNWALL

Oliver Cook, 35 Drakes Avenue,
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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

Phone Group Rep

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 Bear,
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. Wooton 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

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99 Boundary Road, Wallington,
Surrey. SM6 OTE. Tel: 01 669 4214

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Eastleigh, Hants. SO5 4DZ
Tel: 0703 617582

SUSSEX

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

TEESSIDE

Leo Crone, 4 Saltersgate Road,
Darlington, County Durham, DL1 3DX
Tel: Darlington 380117 (home) 463815
(work)

THAMES VALLEY

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

UPPER THAMES

Dave Moore, 5 Whitelock Road,
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WEST ANGLIA

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

WEST MIDLANDS

Peter Cookson, 44 Burman Road,
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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,
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1st Wednesday. Epsom & Ewell
Football Club, West Street, Ewell,
Surrey.

3rd Tuesday. Priory Inn,
Bishops Waltham. 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.