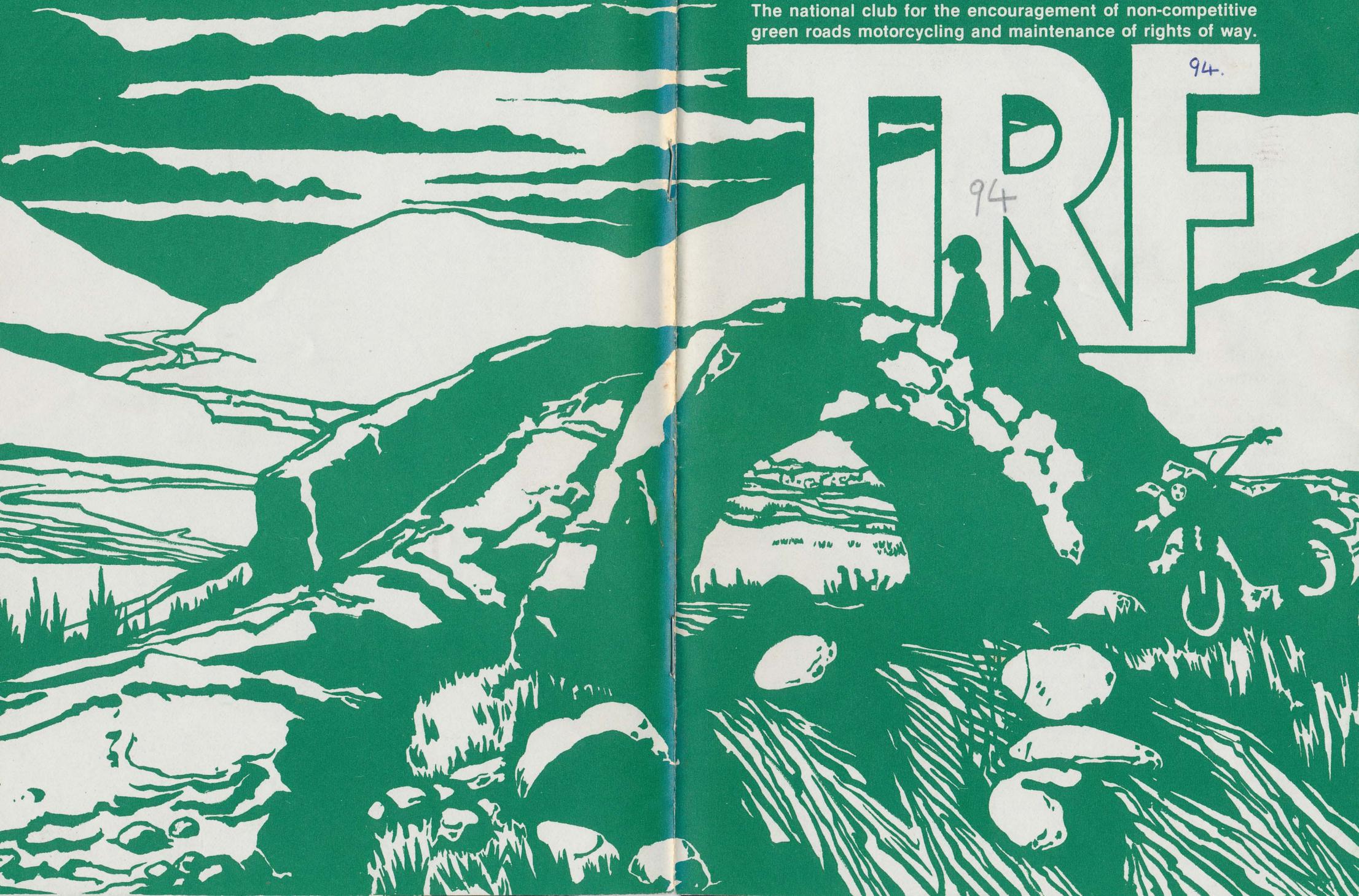


The national club for the encouragement of non-competitive green roads motorcycling and maintenance of rights of way.

# TRF

94.

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## TRAIL RIDERS FELLOWSHIP

### BULLETIN No. 94. JANUARY/FEBRUARY 1983

#### DATES FOR YOUR DIARY

10th February	Talk by Byways & Bridleways Trust 7.30. The Lamb, Theale, Berks.
13th February	North Devon. Start Barnstaple.
13th February	9.30. Wykeham Forest, Meet Pickering.
20th February	9.30. Seven Stars, A4, Knowle Hill, M.head.
27th February	9.30. Yorkshire Wolds. Meet Boothferry.
13th March	9.30. N.Yorks Dales. Meet Kettlewell
27th March	9.30. Salters Fell. Meet Settle.
10th April	9.30. Derbyshire. Meet Baslow.
14th April	7.30. Talk by Ordnancy Survey, spokesman The Lamb, Theale, Berks.

Next deadline for copy for the March/April Issue is 1st March but the earlier the better.

#### ADVERTISEMENTS MEMBERS ONLY. £1. for 4 lines.

##### CLOTHING

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#### THE EDITOR'S BIT

OKAY FOLKS, it's pay up or else time! Here is your final warning. If you have not got one of those beautiful new green membership cards from Ian Thompson clearly marked 1983, then your membership of this lively and enthusiastic organisation has CEASED. So get your pens and cheque books out and send ten quid to Ian Thompson for THIS year's membership right away. All right, I know that membership is only £6 but how are we going to fight the good fight without a little more in the kitty? Our costs keep rising just like yours, but because a kind and benevolent A.G.M. decided not to increase membership fees, it doesn't mean that you have to PAY only Six Pounds, the rest goes into the Fighting Fund to help all sorts of people win wars in courts and in those smokey dark committee rooms to keep you riding in the fresh air.

If we are ever going to have any full time staff, and if we are going to put our point of view even more effectively, then we must raise money ourselves before we can apply for grants, because any money that is given for our work must be matched pound for pound with money that we raise by our own efforts.

Many people believe that 1983 will be the year of the general election. Should you get any politicians round your door (and they only usually come to you at election time), then be sure to ask them what their point of view is about rights of way and TELL them why it is so important to you that vehicular rights of way are kept open. Many politicians think they have heard all points of view, but tell them yours and see if it is new to them. It is surprising how often our case goes by default because you thought someone else had told them. Someone else thought you had told them, and it never is told. SO TELL IT!

Another way of raising money is to advertise in the Bulletin. This tells our members about the goodies available from other members and keeps money within the Fellowship. If you run a business, then tell us about it. If you don't think advertising would help then tell us why not and maybe we can prove you wrong. Ring Reading 585847 and give it a try. Happy riding.

John R. Higgin.

#### EAST OF SCOTLAND

If any members in this area are interested in getting together and finding somewhere to meet on a fairly regular basis, and maybe arranging a run or two, would they please phone or write to me, Paul Wood, 'Creg-ny-Baa', 3 Blairwood Walk, Oakley, Fife. Tel: No. Oakley 850960.

## RIGHTS OF WAY NEWS

### TOO MANY COOKS

Yet another motor cycle organisation is announced making at the last count about 10 catering for road riders. The new one is called MRA (Motorcycle Riders Association). It gets no welcome from me, we have too many as it is and the sooner we get together the better for all. It's bad enough with ACU, BMF and TRF although as Rights of Way Officer for all three and the TRF members of the joint ACU/BMF Countryside Committee, we enjoy a very close working unity. This has been strengthened by the nomination by the BMF of Richard Marshall, and Kate Clow onto the joint committee. Team work means a pooling of resources and finances which has resulted in good results in recent years.

MRA claims to have an interest in off road matters. I say please join either the BMF or TRF and work towards unity and not a further diluting of effort that will only benefit the forces against us.

Personally I am glad not to have to deal with road bike matters in an area with MAG, AMDL, Bike Free, MRA, IMC, MRA, plus BMF and ACU jostling for a voice. The combined efforts would produce sufficient full time staff to enable motor cyclists to compete with other organisations who work full time to lobby Whitehall and Westminster for their interests.

### CORNWALL

Is not a county we have dealt with before but from an active member Mr. A. Porter of St. Ives comes news of green lanes battles recently. At Gwinear a lane not on the Def Map, was subject to a padlocked gate on a well used right of way. Frustrated by no council action combined users met and set out to remove the lock which they did. The farmer then issued summons against the users for criminal damage and trespass.

The case was lost and the users had to pay £800 in costs. The lane is *still* blocked. The moral of this story is that the well intentioned users acted unlawfully in willfully setting out to remove the lock. If they had simply removed it on a bona fide journey, the court would have been forced to find in their favour. *Dimes V Petley 1850* is the lawful authority to remove unlawful obstructions.

Take expert advice before you do act or it could cost you dear as the courageous horse riders and motor cyclists found out. In another class in Cornwall near Pendeen an ancient track at Portheras used for years by locals was blocked by the farmer with tons of giant boulders and flooded with liquid cow manure. So angry were the users that the farmers teenage son who had threatened users with violence was thrown into the manure pond. Summons for assault have been issued by both sides and the case is pending. Can't help raise a smile at the farmer sat in his own manure pond!

### LINCOLNSHIRE

Lincolnshire Ramblers Association (in complete contrast to the fanatics at RA head office) show a most tolerant attitude towards trail riders and actually want Byways to be shared by *all* users. The RA in Lincs say that they regard the main problem is ploughing and with 812 footpaths and bridleways destroyed out of a total of 3000 this is more important than trying to prevent a few motor cycles using green lanes.

## MEDIA PUBLICITY

Is getting a boost lately. TRF Press Officer Alan Kind has a regular column in 'Motor Cycle News' and I have one in 'Trials and Moto-cross News'. Ian Thompson TRF membership secretary (17 St. Michaels Road, Burnham on Sea, Somerset) reports 75 new members arising out of such increased publicity.

TRF Chairman, Seymour Moss was interviewed on Channel 4 TV News along with John Trevelyan of the RA after the Ridgeway Report was published. He did very well. I am constantly told that potential TRF members have great difficulty in finding out how to join. The TRF has 21 groups throughout the country. However, in Mid and South Wales the TRF has few members.

The 'Sunday Times' on 15.11.82 did a fair and balanced article on the Ridgeway battle. Look forward to a feature planned for April in which I will spend a day on the trails in Derbyshire with Mrs. Jean Stead, News Editor of 'The Guardian'.

## BYWAYS AND BRIDLEWAYS TRUST SEMINAR

A Rights of Way Seminar will be held on Feb. 12th at 9 Queen Annes Gate, Westminster. Taking part will be senior officials from the Dept. of Environment and local authorities who will explain how the new 1981 Act will operate and how to make claims.

The same Government staff who drafted the W & C Bill will be there to explain and answer questions. Other expert speakers will also take part including Lady Kirk and Mrs. Brahm who is a Barrister.

The Countryside Commission are paying most of the cost of travel to enable people like Alan Kind to attend from Durham.

Attendance will be by invitation only. From our side I have nominated active rights of way workers such as Richard Marshall, Bill Riley, Seymour Moss, Bob James, Kate Clow and so on. For the benefit of those who cannot attend, all the papers from the D of E and those from the BBT etc. will be made available.

This Seminar will be a rare chance to share the knowledge and experience of experts. Further seminars will be held if demand is high enough.

This is an area in which the BBT is ideally placed for cyclists, horse riders and motor cyclists to get together and share experiences and knowledge.

## THE BERKSHIRE RIDGEWAY.

The Countryside Commission have decided NOT to press for a full traffic ban. At least for another year. The Commission accepted that the 1982 Ridgeway Report showed that the voluntary restraint had been a success.

They now want to continue the code for 1983 and will decide next Autumn what to do. The success is even more remarkable from the motor cyclists point of view in that the Commission refused to erect notices explaining the code to the riders who are not members of a club or read the motor cycle press.

I shall recommend that the ACU, BMF, and TRF agree to a further year of restraint. You may not like this uncertainty but will agree that it's a lot better than closure backed up by prosecutions. The Commission think they have to appease the militant tendency Ramblers Association who once again have had their vigorous campaign for immediate closure thrown in their intolerance faces. Well done lads and well done Roy Brett for the ACU/BMF and Seymour Moss for the TRF who led the talks with the Commission for this years 'code' as I was fully extended this year at Lakeland Public Inquiries.

## TRAIL PARKS

A big trail park is planned at Chester le Street, Co. Durham, providing an appeal against refusal of planning permission is successful. With Alan Kind and Paul Blezard (newly appointed member of the ACU/BMF Committee) I have inspected the 30 acre site and gave evidence at the planning inquiry on December 21st. Ron Amey (former Amey Roadstone boss) has given 20 acres for use as a trail park 6 miles from Oxford near the Rideway. Ron Amey has also offered a £1000 to start off a fund to employ a full time Rights of Way Officer. Trade help is being sought and I have proposed a levy of 50p on every off road bike sold which would raise some £20,000 a year.

The initial response from the dealers in S. Yorkshire is good and Jeff Hall who owns the largest off road bike shop in South Yorkshire welcomes the move and says it should also include all *used* machines also. A competition dealer in Leeds says 50p is not enough and suggests £1 per bike.

Ron Carter of the Gloucester TRF Group is having a word with trade contacts. I don't think anyone is in doubt about the need for a full time rights of way officer. We need to build up much better support in Parliament where the RA can gather a lot of support and our strength is alarmingly weak. With Public Inquiries too we face many losses due to lack of volunteers.

Brian Thompson, 39, Warren Road, Thorne, Doncaster, DN8 5PP.

Dear Editor,

With reference to my offer to co-ordinate efforts in Wales, I would like to make the following proposal to all Groups using Wales and the Border Counties. — IF MEMBERS WILL UPDATE ME ON ALL MATTERS CONCERNING THIS AREA, for instance:—

Inquiries, T.R.O.'s blocked lanes agro, (clean lanes), B & B for 1983. . . anything of interest! I WILL COLLATE THE INFORMATION, and photocopy and distribute it on an information sheet to all interested groups at my own expense.

Sincerely,

Mike Dutton,  
Salop, TRF Group, Top Cottage, Eaton Mascott, Cross Houses, Shrewsbury.

## TREASURERS & ASST. R.O.W. REPORT

My thanks to Keith Waddon, the retired Treasurer, who has developed an excellent system for controlling the accounts, which I shall be continuing. As previously reported, it was agreed at AGM, against Keith's recommendation, not to increase the £6 subscription for 1983. With probable increases in postal charges and bulletin costs, this was a bold decision, so in order to avoid depleting our savings it's essential renewals are made s.a.p. and that we all make the effort to recruit responsible new members, during the coming year.

All requisits for TRF small stickers should now be addressed to me, and by the time you read this I should be in possession of 'Car window' stickers which should be about 20p each, plus postage.

As most Rights of Way workers will know, I receive the London Gazette on subscription for TRF. I scan lanes we use, and then distribute these to our Rights of Way Officers throughout the country.

However, during this year, the London Gazette is being phased out, and replaced by a notification scheme under the soon to be enacted, Wildlife & Countryside Act 1981. Part B. It is anticipated from the D. of E. that this will be in February/March and from then on I will be receiving, from all the Highway Authorities in England and Wales, a copy of all Closure, Diversion and Creation orders under this new Act, which I will be distributing as before.

In order therefore to bring my records up-to-date, I would like all existing or potential Rights of Way workers to contact me. I still have some photocopies of Part B of W & C Act which are available from me for the sum of 50p including postage.

It's now over 12 months since I parted with my B40, as I was getting a bit bored with green laning after 9 years pounding of 2½ inches rear suspension movement. However my back has virtually recovered and in starting to get withdrawal symptoms, i.e. A twitching of the right wrist. So I'll have to get myself another machine soon, 4 stroke of course, and be able to enjoy again watching Alf Harrison doing his random aerobatics on, but usually off, his CCM.

Richard Marshall, 1, Burlington Close, Breaston, Derby, DE7 3UB.  
Tel.: Draycott 3416

## ENDURING AN ENDURANCE TEST OF ENDURO BIKES

If you received a letter inviting you to test ride some bikes, what would you do? I know what I did, I accepted the invite double quick, after all, it's not everyday you get the chance to hammer round on someone else's bike and not have to worry about any damage. However, it was only after I'd committed myself that I was told "Well we're not sure whether they'll be trail or enduro bikes yet." Fine, I thought, praying for *small* enduro bikes (is there such a thing?)

On the appointed day Dave and I set off for Peterborough to arrive at 8.00 a.m. at the agreed meeting place — a Little Chef on the A1 (sounded all rather 3rd bench along Victoria Station to me. . .), however, not long after we'd arrived a car and trailer arrived carrying 2 Kawasaki KDX's. "I think I want to go home," I said to Dave as a second trailer pulled in with a PE175 and an XR200. (The extent of my green laning being riding around on an old XL125).

Once everyone had arrived and I'd been introduced by Jane (the magazine's secretary) to everyone as "Our *only* lady rider" (very embarrassing) we set off for the Yarwell Scrambles course where the endurance testing was to take place. Personally I think it was the riders' endurance they were testing, not the bikes!! Waiting for us at Yarwell was a Yamaha IT1715, a Moto Gori 175 and an SWM 175. Next to these Italian "giants" even the IT with it's 35.5" seat height looked low!!

As the original intention had been for me to "have a couple of rides" it came as something of a shock when I was called over with the other riders and told that as one guy hadn't turned up, would I take his place in the riders' rota; and before I had a chance to answer, a rota sheet was thrust into my hands.

The "course" which had been set up the day before was not clearly defined and it was a case of "follow the other knobbly tracks and you can't go wrong." As I'd

agreed to share some rides with John Hutchinson (an ex TRF member and now Welsh Trail Riders Association member) I said, "Come on, grab the Yamaha we're going round the course, and promptly planted myself on the "pillion" seat. With no footpegs and what seemed to be 2 foot suspension, it certainly made for an interesting ride — more akin to horse riding than bike riding. Apart from one or two steep banks and the steep bank with the rope at the top which, if you didn't turn the bike sharp through 90° right in mid-air, would decapitate you, the course didn't look too bad.

10.00 a.m. and the first group of riders set off for the first half hour session — in a completely different direction from that which John and I had taken. "Uhh, we didn't do that bit" I exclaimed to my husband, as "Screwloose" led the riders off up one vertical bank, over a jump and down another near vertical drop.

Half an hour later, my turn came. I gritted my teeth and climbed aboard the Yamaha, literally, as I'm only 5'3", dropped the clutch (a little too quickly) and wheeled off into the distance with the voice of my husband/manager/trainer in the background saying — "What ever you do, don't lose your bottle, and if all else fails, keep the power ON!!"

As John and I seemed to have found our own course, I soon got lost and seemed to be going round in every decreasing circles and not getting anywhere. Eventually one of the guys came to find me and said "follow me" and promptly lead me at high speed round the correct course. I only fell off once — you know, the bit with the decapitating rope at the top — I turned the bike in mid air, but too soon and landed in a heap. No damage done I quickly set off again.

For all it's 35.5" seat height and my short legs, I found it a super bike to ride. The long travel suspension really smoothing the bumps out and making the bike feel really stable. Just point it in the direction you want to go and open it up. Being used to my XL125 which jumps and lurches about, I was really impressed with the Yamaha, it seemed to be glued to the ground. At any speed it took all of the climbs in it's stride. For a two-stroke there was also, surprisingly, a fair amount of engine braking, which I found helpful down some of the steep slopes. My only trouble was round the tight "hairpin" and on the twisty, more trail like sections where a quick dab would have been a help, I just couldn't dab — more of a quick dangle! On the tight narrow bend I had to slide off the bike, do a three point turn, climb back on, do a quick balancing act while I put it into gear and set off before I fell off!!

If I'd been a few inches taller I could have found it a great bike to live with, it made rough riding really easy. I found I was riding faster and more confidently than I've ever done before. It's possible that some of this was psychological in that I wasn't responsible for any damage done to the machines, but I think it helped knowing that virtually whatever obstacle, steep climb, etc. the bike came to it would take it in it's stride. However, at my height, I could see myself getting into all sorts of difficulty on more normal trail type riding when you really do need to put your feet down.

Sweat pouring off me after the session, I found I was still about 1 minute behind the "expert" — well he was the Southern Centre 250 c.c. moto-cross champion!!

My next ride was to be on the XR200. About a 1 — 2 inches lower seat height made it an easier bike for me to ride and also, being a four-stroke, it felt so familiar, more of a fast trail bike than a motocrosser. Although pro-link, it did not feel as tractable as the Yamaha's monoshock had felt over the bumps and up most of the slopes it would take off and the back end kick up — either that or I was riding better on a bike that I felt happier on. The engine was not as peaky as the

IT's highly tuned 2-stroke so it was much easier to ride over the more trail like and tight sections of the course where fine control was more essential. It must have been easier for me to ride as I only fell off once, and that was only because I was trying to be too clever. It felt heavier than the IT and I wouldn't like to rate my chances at picking it up after falling off trail riding. Apart from it's price (around £1200 so I believe) I'm surprised there aren't more XR200's in the TRF.

When I handed the XR over to John to ride, I didn't think he was ever going to get off it. He just kept riding round with a big grin on his face. He spent the rest of the day thinking up "get rich quick" schemes to buy one — his own bike being an XL185.

Lunch time and so far all six bikes had held up well. The SWM had run out of petrol first (after only about 40 miles) and the back light on the Yamaha was flapping in the breeze somewhat (lost bolts). The Italian instruments were true to form and had given up from the word go, but at least all the engines were still running and nothing serious had broken.

My first ride in the afternoon was to be on the SWM. This was one I was dreading. All the experts had said it had a very peaky engine which would make it a difficult ride for anyone less than an expert, so what chance did I, mere mortal and trail rider stand. However, I was eventually helped onto the seat (37" seat height!!), helped to start the monster ( I couldn't put a foot down to steady it as I kicked) and was pointed in the right direction to set off — promptly stalling the beast. Everyone had done the same as it was high geared. This was when I discovered that a 37" seat height is beyond me, as I was left with both legs dangling in mid-air with not a chance of steadying myself. Luckily Jim came running across and rescued me before I toppled over and he sent some other poor fool off round the course on it.

Unfortunately, as my next ride was scheduled to be on the Gori, I had to pass that one up as well as that too had a "head" height of about 37". John had a ride on that one "Just to tell the grandchildren" he said, and came back saying it was too fast, too fierce and too noisy.

Around mid-afternoon and the SWM seemed to be spending more time in the pits than being ridden. The first trouble was that the valve had been torn out the inner tube. Stupidly enough, for a bike of this type, no security bolts were fitted as standard. After a few more laps, it kept coming back with ignition trouble and eventually it expired. Then the spark plug was examined and a lovely bit of shiny aluminium was found on the plug. Say no more, it was grounded for the rest of the day.

The Yamaha's back wheel started to disintegrate (spokes had torn out of the rim) and it also had trouble with it's front brake cable which kept fouling and causing the brake to be applied all the time. The Honda kept plodding round, doing far more miles per gallon than any of the thoroughbred 2-strokes and the Suzuki and Kawasaki seemed to be running without any trouble.

Unfortunately, time ran out before everyone had ridden all of the bikes, so I never got a chance to ride the PE or the KDX. A shame, as I'd been looking forward to comparing these two with the IT.

The final conclusion of the riders was that the IT was the best bike to ride — plenty of useable power, with a smooth power band, and, as I found myself, surprisingly forgiving; the Honda they said was nice to ride but slow (apart from John and I who were the only trail riders and said it was one of the best bikes) and the Gori and SWM were too fierce and although probably the fastest bikes there, it was not possible to use all the power as there was no smooth power band. On top of which,

the SWM didn't show up being a very reliable bike. Not much was said about the PE or the KDX except that they were very much like the IT and it seemed to be matter of Japanese manufacturer preference where these were concerned.

Once testing was over it was a case of "free for all" until everyone was either fed up or dead. I elbowed everyone out of the way for another ride on the XR200 and was doing really well until unfortunately a lad in front of me did a power slide and threw a rock up into my face, smashing my glasses and cutting my eye.

I think I was very lucky not to have been blinded, but it certainly brought home the fact that goggles aren't for sitting on top of your helmet, they're there to be worn! Mine had become so scratched that I couldn't see through them, so I didn't use them anymore. I've replaced them now, one fright is enough for me.

It was certainly a most enjoyable day for all the injuries I sustained, and the experience of riding over a set course like that has helped my trail riding tremendously.

Rosie Swindells.

When Christmas is over and you wonder whether to spend your book tokens on Maps or books, remember what was written in this magazine. Members are invited to send in their own reviews on books of specific interest.

#### BOOK REVIEW

"A MILLION MILES AGO". Author Neale Shilton. Price £9.95

Publisher — G.T. Foulis & Co. Ltd., part of the Haynes Publishing Group.

There are conventional motorcycle markets of commuters and sport which are well known and there are other markets known as fleet users. The latter need motorcycles to last long, cost little and be fitted with special components and it is this market that the author almost single handed found and exploited for thirty years.

Neale Shilton was a Rudge mechanic turned Triumph salesman who lost his youth in the war. He went out and got orders with the singlemindedness that makes top salesman and he enjoyed every minute of it. Much of the time he had the pleasure of riding large, fast, fully equipped motorcycles with 'Police' signs on the back and blue lights on the front and very little got in his way! He knew his customers well and his employers even better and should one or the other not come up to scratch then the choice was the customer, hence he left Triumph for Norton after 22 years to design and built the Interpol to recapture markets left open by poor quality and lost markets of the Triumph "Saint" (Stop Anything In No Time). Finally when the Norton (Andover) assemblyline closed he tried switch selling the Trident to Saudi Arabia to salvage something of a £million order but got left with jam on his face as thanks.

His opinions are pungent and hindsight remarkable no lover of the present rulers of the U.K. motorcycle industry (what industry — there's your answer!) like Hugh Palin or Roger Dennistoun Poore but he did back his opinions with his actions, mortgage, directorships and got little thanks. His final job with B.M.W. had a target of 100 bikes sold to police forces and after five years he sold 2000, with a yearly replacement of 500. He divulges his side of the Sussex police crashes and reveals why B.M. frames bend. Other anecdotes include the £¼m paid by B.S.A. for a company called E.T. Developments and the name of the person who wished to die — "At ninety years old, shot by a jealous husband". A fascinating tale of the British motorcycle industry, now almost extinct, a biography, a well written, copiously illustrated book well worth buying.

John R. Higgin.

#### NOTE FROM MEMBERSHIP SECRETARY:

Being the new membership secretary suddenly became a reality following the article in Motor Cycle News in November. This brought a flood of over fifty enquiries through my letter box. I rushed about, searching for photocopies, typing letters, licking stamps, deciphering weird handwriting and spelling each evening for days on end until the flood started to ease. By the end I felt I was beginning to cope. The next article in the 'popular press' will find me better prepared. It seems you learn quickly at this job.

On the more interesting side, I received the TRF Membership 'Archives' from retiring secretary Colin Patient. Many thanks to Editor John Higgin for bringing them to the Bristol Dirt Bike Show. (Why didn't the TRF have a stand?) From the archives I discovered I was member number 126 out of 3000 who had joined since the TRF started in 1970. I had not realised how long Richard Marshall had been at it. He was member number 5, beaten in the rush to join in 1970 by Fred Chandler, Dick & Jean Sutton and No. 1, George Abbey. The early membership lists read like a 'Who's Who of trail riding.

Finally, can I wish you all a happy new year, which will be even happier just as soon as you send me your 1983 subs. £6 please, plus contributions to the fighting fund, together with your name, address and membership number.

Ian Thompson, 17 St. Michael's Road, Burnham on Sea, Somerset.

#### CLUMSINESS — IS IT CATCHING? — No. It's dropping!

#### NOTE FROM A GREEN LANER:

I really enjoyed the last Bulletin (No. 93). It contained such a rich assortment of articles from a wide variety of viewpoints.

I am sure John Bloomfield and I have not met, but his sketch of me on page 15 is almost perfect, except he forgot the beard and where does he get his welder's gauntlets? I have to make do with gardening gloves. Oh! and trials wellies are too competition orientated. Try Tesco rejects made in Taiwan. Seriously though, I agree entirely with his final sentence — "The important thing is to ride responsibly." Those last two words sum it all up!

I am glad Steve Harvey has seen the light! (Page 5). Somerset is a great county for green laning or trail riding. Down yer uz do call un Tarr Steps not Torr Stepes loik they Dondoners do zay, but it can be wet and slippery whatever it is called.

I agree with Gordon Dalgarno (page 13) about A type and B type trail riding. We used to have three groups on each organised outing — the 'slow' group led by Keith Payne at a brisk pace, the 'very slow' group led by Trevor Compton who liked trials sections, and the 'smokers and sweeteaters' group led by me for those who had to indulge in one or other of these addictions after every lane or who simply rode almost as badly as I do — no style but plenty of legwork.

But there was a mistake! The AGM was told that riding with competition numbers on the road (page 18) is NOT against the law of England and Wales, but it is against the law of the ACU. There may be some debate over which is the higher authority.

Ian Thompson.

## LETTER TO THE EDITOR:

John Holloway handed me a lengthy letter that was still smoking with the red hot opinions it held, but unfortunately to prevent John taking over the magazine entirely I must edit it to reasonable size;

Dear Editor,

Before the question of Enduro bikes becomes a divisive issue let's look at both sides. Ian Thompson and Pete Wildsmith say that trail bikes or converted road bikes are sufficient for our needs. Peter Dalgarno accepts that we are all different and some members like to go a bit quicker. I agree, it's called Democracy. As far as image goes I doubt it many none members could tell you which is quieter, a PE400 or a DT125. It is because competition looking features sell bikes that we get bikes that look competitive, we may be failing to attract new members because we don't recognise this. Potential new members may be put off because they see us as slow riding, unprogressive old fuddy duddies. They see pictures of riders in bright moto X jeans and face guards,, every week, and want to use this type of gear themselves, why not?

Ian Thompson mentioned the massive procession that left Minehead in the summer, well why the surprise, he led one!

Changing the subject, I read in T + MX that Brian Thompson could give up his job and work full time for the T.R.F. if we pay his salary. Our first full time official. If we could persuade the Countryside Commission to pay half his salary, as Seymour Moss seemed to suggest, then each local group would have to find £125 per year, that is a monthly £10 per group. The Loddon Vale Group will undertake to raise this, will sufficient others? Will the Executive Committee apply for a grant? We feel that we should take Brian up on his offer because there can be no other person as capable and as dedicated. LET'S GET THINGS MOVING?

John Holloway, 25, Pheasant Close, Winnersh, Berks. Tel: Reading 785995.

Dear Editor,

I am writing about Ian Thompson's piece bemoaning the demise of the all-purpose trail 'bike. I am happy to report that the breed is not yet dead and I have a particularly fine example in my much-modified Honda XR500. Some people may think it strange that I have taken what is ostensibly a purpose-built enduro bike and made it 'streetable' but I am very happy with the end result and never cease to be amazed by its versatility. The modifications include:  $\frac{5}{8} \times \frac{3}{8}$  chain conversion and higher 'XL' gearing; lighter chrome exhaust; XL 500 electrics and Cibie headlight conversion; 21" rim on XL 250 hub complete with Ferodo green linings which practically double the stopping power; Vincent 'straights' handlebars; mirrors; moulded perspex handlebar screen bought second hand from an inpecunious Canadian; K&N air filter and bigger main jet; high comp. piston (cheaper than replacing with a standard item after a rebore) and finally home-made non-swinging pillion footrests. In this form, complete with fuel and oil the whole plot weighs only 308 lbs as measured on a weighbridge — not light by trail riding standards I know, but about the same as an XL 250. Last winter I was despatch riding through several inches of snow on the beast and great fun it was too! Last April I went to the Le Mans 24hr endurance race and on the way back rode it, fully loaded with tank bag and panniers, across the Green Lanes of Salisbury Plain and Wiltshire. A few days later I did several laps of the Dave Taylor Trail Park at the NEC.

Following a quick rebore (apparently necessitated by scoring the bore after a rather illegal blast up the A1 to the BMF Rally) I recently took the XR down to the Bol d'Or in the South of France in the company of a Rickman Kawasaki, Laverda 750 and 860 Ducati. Once it was run in the bike was happy to cruise at 80mph and several times the speedo needle flickered beyond the 95mph maximum on the clock. On a twisty road, the XR will give *any* machine a run for its money, so good is its handling and ground clearance. Whilst down in the South of France I took to ancient tracks and trails several times and had no trouble negotiating the steepest and stoniest of trails fully loaded (and I have the photos to prove it! Altogether I completed 2,000 miles in ten days on this trip and can vouch for the high speed stability and cornering capabilities of the Michelin T 61 trail tyre even when well worn, (bald in the middle in 4,000 miles). Last weekend I was riding through 3ft of mud down Coldharbour Lane (near Dorking) and had no trouble hauling the beast upright when I managed to stall it at a crucial moment, although I must admit that the trials tyre did object to high speed cornering. For serious off-road stuff I can fairly quickly change the wheels, remove the screen and replace the original handlebars. I hope soon to do an enduro with the bike in this form. Other projects for the future include a high speed trial at Silverstone later this month and the Edinburgh Trial next January. My only real disappointments with the bike have been with the feeble electrics (even when converted to XL spec.), the extremely high rate of chain and rear tyre wear, the scored bore and the comparatively poor fuel consumption, although having read road tests of the FT 500 my 55mpg at 80mph seems fairly reasonable. In conclusion, I have a bike which seems to out-handle and out-perform both the FT 500 and the XL 500 on or off the road. In view of the fact that it is both lighter and more powerful than either of these is perhaps not entirely surprising. (It also cost me considerably less at £750 for the basic XR 500 secondhand with about 800 miles on the clock, (1980 twin shock model).

I hope that Ian Thompson will take some heart from this.

Paul Blezard MSc. 2, Beverley Gardens, Barnes, London SW13 0LZ. 14/10/82



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## NATIONAL MOTORCYCLE MUSEUM

One of the results of being Editor and having my name and address published, is that I am the recipient of a number of appeals for money and support. One was received from the Anti Vivisection Society which was rather horrifying in the photo's and details, but as I like steak and bacon & egg, would be hypocritical to support and not very relevant to this Fellowship. On the other hand a more relevant appeal from the National Motorcycle Museum could be of interest to you, the readers.

The Museum is being built at Bickenhill, close to the N.E.C. at Birmingham and will house over 400 motorcycles which are being restored to showroom condition. The idea is that subscribers buy a brick, inscribed with their name, or the club name, or initials, which will perpetuate their name, or the T.R.F. for the life of the Museum, the cost will help to build the place. Initial bricks cost £15, name bricks £26 and blocks are £75 and £100. The Museum is a registered Charity and any subscription over a number of years would qualify for tax relief. Roy Richards is the driving force behind it and the address for donations is; The National Motorcycle Museum, 86 Henwood Lane, Catherine-de-Barnes, Solihull, West Midlands.

This Fellowship has always had an overall interest in bikes, from Deborah Rose's trail rides on her Rudge, and our Chairman's Vincent to Ted Ferenc's machine and John Blackburn's Panther 75, so that there should be many of you interested. Quite apart from which the Museum could provide a future venue for committee meetings or an A.G.M. as it will have a meeting hall/conference centre.

Apart from money the museum is trying to find two bikes, a Clyde Single, built in 1889 and a 1046cc Holden Flat Four of the same year. As both would be unsuitable for trail riding, would owners please sell or donate them to the Museum? Or advise it of the whereabouts.

John R. Higgin.

## LOCAL GROUP CHANGES

The LANCASHIRE GROUP now meet on the first TUESDAY of each month at THE HINDS HEAD (P.H.) upstairs at CHARNOCK RICHARD, which is between Standish and Chorley on the A49T, at 8.30 p.m.

The WEST WILTSHIRE GROUP now meet at THE OLD BEAR (P.H.) STAVERTON, near Trowbridge, Wiltshire.

The CHESHIRE GROUP have John Ward, 11, Fern Hill, Mellow Stockport as their group representative.

The BRISTOL GROUP representative is Ron Carter whose telephone number is STONEHOUSE 2707 and not 2702 as stated in error in previous issues.

\* \* \*

Will all groups kindly let the editor know of any changes in meeting places or dates so that other members are not misled. Also, if you cease to be Group Representative please inform Bruce Roberts or myself so that we do not send you unnecessary agenda and minutes of meetings, and you do not need to forward them. Our telephone numbers and addresses are published in every issue.

## LOCAL GROUP NEWS

On 11 November the Cumbria Group held their 1982 A.G.M. at the Golden Rule Pub in Ambleside. The main 'news' item from this meeting is that David Howe has retired from his duties as group rep/ROW officer.

This was something we had all been dreading. After all, who could fill his shoes?

David, over many years has single handedly (sorry Kath) held the Cumbria Group together. He has been loved and hated in almost equal quantities but he has received one thing from us all. — RESPECT.

I have some treasured memories of David.

Like the time he took a wrong turning on a Yorks. run and then asked how many of us had spotted his deliberate (!) mistake.

When he suffered a front wheel puncture on the W. Yorks. moors, slipped off his bike and said "just time me lads". We did — one hour and twenty minutes!

On the numerous occasions when he map read his way around a complicated set of lanes, travelling (on the tarmac) at 45 mph, with the map strapped to his tank.

He inspired confidence and enthusiasm, by example he taught us all that you can get round on a 125cc., like you can talk to walkers and NP Wardens. He was the voice of moderation and consideration towards others. We shall all miss him. On behalf of all the Cumbria Group — THANK YOU DAVID.

So the Cumbria Group now have a new Group Rep./Sec. — Me! Address and phone number as below, and a new Runs Organiser — Mr. T.E. Chapman, 4 Beech Close, Off Sedbergh Road, KENDALL, Cumbria. Telephone Kendal 26190.

Pete Deeley, Pine Rigg, Lourhgrigg, Ambleside, Cumbria LA22 9SB. Tel: AMB 3050.

The North Midland group had their third birthday on 16th November 1982. In that time we have done a lot of riding and not a lot of writing. So, in an endeavour to make amends, I am writing to relate some of this year's happenings.

The group has twenty-five members, most of whom are keen riders. The T.R.F. Solicitor Mike Rowley beavers away at rights of way work, and is a real asset to the group. Bruce Roberts joined us during the summer; we have marked him for Group Rep. already.

Since we had a pretty lousy winter, weatherwise, we restricted ourselves to local runs until spring. The planned visit from the Shropshire group was snowed off, but we did get a visit from Harry Ball and friends, from West Midland group. Starting from my house we rode into Dovedale, and did old favourites, such as Pilsbury Ford, Holinsclough, Tenterhill, Three Shires Head, Cumberland Corner into wild Boar Clough etc.. as the weather was kind, we had a good day.

Our group's first "away-day", was a trip down to the Berkshire Ridgeway, nine of us turned up, splitting into three groups of three, and had a thoroughly enjoyable day, though the riding is on the easy side.

A few of us have been going to Mick McEoin's Safaris in Ireland for some time. John Dunn in particular has been a regular. However, as September doesn't suit everybody we decided to go in May. Don Smalley spent a fortune of his company's profits in telephone calls (no wonder the government sold them off) arranging a super deal at the Kenmare Bay Hotel. Nine of us from North Midland group, plus



Mike Cumber and Tony (forget his surname) from Devon. Dave Sheeley from some village called London was supposed to be with us, but we passed him going — as we were coming back! Mind you, he is Irish! *AND* he had a bird with him. A put up job I reckon!

The weather in Ireland was just right, a bit damp to keep the dust down, and the trails, as always, superb.

John Dunn led us admirably, though we had the unusual spectacle of seeing him departing his new SWM in great haste, disappearing on hands and knees into the undergrowth, at remarkable speed. Finally emerging muttering about a rare species of leprechaun he wished to collect.

Ian Stubbs, always game for a laugh, put a hole in his piston twice in one week. We had to tell him that it would have been cheaper to do it at home but he has to be different. The only lady with us, Mary Oliver, proved that ladies are just as competent as men, by coming off as well as the rest of us. Mick McEoin joined us for a couple of nights' drinking, but we can't keep up. An excellent week, next year we are off to Westport.

Since Ireland, we have had four one-day excursions into Mid-Wales, and our annual two-day, two-up run, when you take your wife, (or somebody else's) on the pillion. We do ride very leisurely, but "Monks Trod" and Strata Florida are quite difficult with a few stone extra on the back. The brave were Pete Stokes XR500 Honda, another John Dunn PE250 (smelly thing!) and me on AMXT500 Briggs and Stratton. The rest were solo.

Just for a laugh, we have a fun day trail, ride what you like, knobblies or slicks. This is usually a Rene Stubbs benefit, but this year his brother Colin stole the lime-light by going further through the deep bog section than anyone else. Unfortunately his bike had stopped some yards earlier. My wife Isabel had laid on a barbeque with the help of some more wives, and gave horse rides to children.

Pete Stokes, being more used to the XR500, was persuaded onto the back of Dulcie, Isabel's big horse, which did more for him in twenty seconds than senapods could do in a week!

Recently we had a weekend in Brecon (does it always rain down Sarn Helen?) with very good accommodation at the Beacons Guest House, 16 Bridge Street, Brecon, which had large undercover shed for bikes. Odd days in Yorkshire, Church Stretton, Oswestry and no doubt some I have forgotten are bringing the year to a close.

Happy New Year to all of you, maybe write again in a couple of year's time.

Brian Smith — The Smithy, Ballfields, Bradnop, Leek, Staffs.

#### NOTE FROM EXMOOR GROUP

I was invited to attend the Exmoor National Park Consultative Committee meeting at the end of November on behalf of the Exmoor Group TRF. I contemplated the hordes of representatives of farming, landowning and conservation interests, who make up the majority of the consultative body with some awe. The recreational users seemed very much a minority group.

The bulk of the daylong meeting was mainly concerned with the balance between conserving the moorland and compensating the farmers for not ploughing it. All was discussed in a surprisingly amicable atmosphere.

I raised two matters at the meeting:

Exmoor National Park agreed to signpost all RUPPs in the Park wherever they leave tarmac roads. Their policy is to show destination not status on signposts, which avoids conflict where status might be disputed.

I was staggered when I was told they had not heard of DART's new scheme to survey all the green lanes in Devon with a view to planned maintenance and proper management of an important recreational asset. I have written to DART asking them to contact the National Park and put them in the picture.

The big thing was being invited to attend. There has been an ACU man there for some years, but the TRF has been recognised as a separate recreational group from the motorcycle competition clubs.

Ian Thompson.

#### Bulletin Errata:

Exmoor group meets in the Stagecoach not the Stagecoachs.

Bristol group rep Ron Carter is on 2707 not 2702.

Shropshire group's Mike Mike Dutton Dutton lives at Eaton Mascott, not Eaton Eaton Mascott.

#### THE UK TRAIL RIDERS GUIDE THAT NEARLY WAS

Many new TRF members ask where can they buy lists or maps showing where they can ride the green lanes lawfully. Suzuki once asked me to supply large numbers of such lists. Sadly there is no such information, but it nearly came about at the taxpayers expense! In 1980 the Countryside Commission agreed to fund a project worth £500 to publish maps and lists of green lanes for sale to trail riders at cost. This was going to be the UK Trail Guide. The snag was that this was dependent on approval from the National Parks which the project covered as Part One of the Guide.

Alan Mattingly, full time Secretary of the Ramblers Association is *also* Chairman of the Council of National Parks, the controlling body.

I approached every single national park authority for approval of the scheme which was at no cost to themselves and would have eased the trespass problem.

Every one turned down the plans and so we reluctantly had to refuse the offer of public funds for a much needed and worthwhile project. (The RA get many £000's in grant aid). The RA influenced national parks, feared invasion by hordes of riders at the weekends. The Lake District said bluntly that trail riders are not welcome, and like the Yorkshire Dales and Peak Park oppose *every single* Byway claim we make and seek to close all green lanes.

It matters not that there is no evidence to justify such drastic action which is sheer prejudice and bias of the worst kind. But there is a partial service. For TRF members, my wife Jean (for £2 per map) will make all the lawful lanes onto your Ordnance Survey Maps. Areas covered are the whole of Yorkshire and Humberside, Derbyshire and the Lake District. There is *some* information for Mid and North Wales which is quite frankly in a terrible state, rights of way wise. In Powys it is likely that about 200 or 90% of RUPPs will be closed. In Radnor partly due to apathy on our part, only three Byways exist. The farmers can afford to hire a Q.C. at £1000 a day to fight our Byway claims. They won and we lost.

Brian Thompson, 39 Warren Road, Thorne, Doncaster, DN8 5PP

Dear Editor,

As a newly enrolled member who joined to find out where I can legally ride I am still unsure about how to obtain the information.

As with all clubs, my area does not have a local branch. Can you tell me who can give me a list, with map references of green lanes graded by difficulty? Do you have an expert in my area?

I had hoped that you would have a central records file, with riders updating it for every green lane in the country, that could be sent out on request.

Is there a member in my area willing to give good, solid, local information in return for a few pints of ale??

Chris Wright, 46, Schoolhouse Lane, Halton, Lancashire.

Thank you for writing Chris. Some of us older members forget that others are just starting or coming back to trail riding and the subject has not been mentioned for some time.

A list of Green Lanes, is a matter of Public Record and is kept by each County Council as part of its legal obligations. It is called the Definitive Map of Rights of Way and is compiled by the County Surveyor, sometimes by the Planning Department and sometimes by the Clerk's or Amenity Departments. You will find the master plan at your County Hall. Sometimes copies are sent to the Divisional Surveyor responsible for their (smaller) area and it can be seen there. If you cannot get to the Council in normal working hours try the library, they sometimes have a copy. You may need to ask for the 'Footpath' map. It will show the three grades of classification, footpath, bridleway and byway — we can only ride the latter (legally). The surveyor will also have a map showing all the roads that he is responsible for the upkeep of. Check what the Ordnance Survey called "White" Roads, as these are County maintained highways.

We would like to have a list of all the green roads in the country but this is an enormous undertaking and one or several volunteers are still being sought. This could be a double edged sword as it would give our enemies a comprehensive 'hit' list of lanes to close down.

Few of us live close to our local group meeting, unless we started the group, but it is worth travelling to one or more to meet like souls and possibly find the one that suits us best. Some groups rider faster or slower than your tastes or have members older or younger than your age group, so you may prefer to go to other than your nearest meeting.

A list of members in your county can be obtained from Dr. Keith Waddon, Harby Lane, Stathern, Melton Mowbray, Leics. if you politely request him to send one, and enclose a stamped addressed envelope.

Many local groups have marked maps showing not only lanes in their own areas but in their favourite touring areas as well. Mrs. Brian Thompson will mark up your maps for £2 each, of much of Yorkshire & the north. I have marked maps of the south coast, from Kent to Weymouth.

John R. Higgin.

I wish to renew my membership of the TRAIL RIDERS FELLOWSHIP for 1983.

SURNAME ..... First Name .....

ADDRESS .....

POSTCODE ..... COUNTY.....

TELEPHONE No. .... S.T.D. CODE .....

MEMBERSHIP No. ....

I enclose £6 annual subscription and ..... donation to the Fighting Fund

£ .....

Tear out — or copy onto plain paper and

Send form and fee to: Ian Thompson, 17 St. Michael's Road, Burnham-on-Sea, Somerset.



## STICKERS

1. T.R.F. Saving Green Lanes @ 35p each.
2. T.R.F. Car sticker also at 35p each.

Send stamped addressed envelope to Richard Marshall, 1 Burlington Close, Breaston, Derbyshire.

Save postage costs, get your group secretary to buy in bulk at the quarterly Executive meeting.

## PRODUCT EVALUATIONS:

The Press Officer, Alan Kind, has some interesting items on test. Those suitable for mention in this magazine include:

### STADIUM AXTEC HELMET

You might have seen the recent heavy advertising for the Aztec, featuring ex-250 moto-X champ Neil Hudson. Now I like Hudson's style; a sort of rough-stuff Mike the Bike in that he looks to be touring while thrashing a pack of bucking foreigners. I like this helmet too; it beats a £100 Simpson for comfort and even takes the edge off a PE flat-out in first! The Aztec is a glass-fibre job, open faced but with press-studs ready fitted to mount an optional face protector bar. It's a full coverage bone-dome type with thick, soft padding right down the cheek pieces that acts as an effective water seal in the rain. The standard matt-black duckbill peak protects my specs adequately without goggles and, on me at least, does not suffer from twist or lift at moderate speeds on the road. The lid, complete with peak breaks my scales at 3 lb dead (That's Christian units, you metric chappies) and will probably outlast two polycarb. jobs if looked after with a little care. Two points to watch. My full face Stadium helmet is size three, but I needed a fully size more to get a comfortable fit on the Aztec and the double-D ring chin strap is a swine to undo with cold fingers. Price: £34.95.

### STILMORE BODY ARMOUR

I have long been an advocate of sensible clothing for motor cycling far from civilisation and quick first aid. (That's really invoking the evil eye!) A good pair of boots will save you from the effects of most low speed spills, but at higher licks I tend to exit over the bars and come to earth shoulder or chest first. With that in mind I asked Serval Marketing what they have in the way of light-weight body armour suitable for wearing under a Barbour suit or similar.

They came up with a set of plastic body armour by Stilmotor, made in Italy, which would indicate that top quality mouldings could be expected. The protector covers the upper half of the chest with a well vented hard plastic panel held a good

inch away from delicate tissue by a thickly padded surround. Similarly constructed shoulder "caps" are held by straps around the biceps and the whole lot is fastened with WD elastics. It looks dreadfully uncomfortable, but believe me, it is totally unnoticeable in use and always stays exactly in position. One side benefit is the inability to reach my wallet at lunchtime pub stops. The whole thing weighs only a few ounces and is strongly made. I don't think there will be too many bought at £19 incl. VAT but a secondhand one from a disillusioned scrambler is high on my shopping list. I hasten to add that I am NOT going to do a seventy-plus endo just to let you know if it saves my collarbones!

## HARGLO HAND PROTECTORS

These are a more sophisticated version of the cut-about "Lenor" bottles beloved of grass track riders everywhere. I suffer from bad circulation in the hands and even a short winter trip can result in agony when the blood returns. Anything that can break the wind flow helps but a "Windjammer" or "Hippo Hands" look a little daft on a green laner. These short plastic blades can be positioned to protect the clenched knuckles without interfering with machine control on road or rough. I've seen photos of those French trans-Sahara desert sleds sporting similar devices, presumably to keep flying rocks off the hands when overtaking some booming jeepster at the ton-plus. The guards are typically Italian; great plastic mouldings, black bolts that rust before they're done up, but they fit well and look good value for £6.40 including P+P from Harglo, 462, Station Road, Dorridge, Solihull. I think they make me look like Honda France works rider, Serge Bacou, but the wife says I still act like Mark Thatcher. Can't think what she means!

## REPLACEMENT EXHAUSTS

I have a couple of replacement Honda XL185 exhausts on test. They are from Sammy Miller and Sylgo Engineering and both look very well made. More in a later bulletin.

A.D. Kind, Press Officer and honorary xenophobe.

## RIDERS REPORTS

These will continue when riders complete the forms. The next bike to be put to the test is the TRIUMPH ADVENTURER. Thanks to those two members who have filled in their forms, aren't there any more? SUZUKI PE175 Riders, nothing heard from you so far, let me and other readers know how suitable or otherwise your bikes are for trail riding. Do you really need a ladder to mount? Must the revs be kept at 6000 for best performance? Does the idler wheel shatter on each run? Let us know. Ask your local representative for a form, or 'phone me for more supplies. Reading - (0734) 882781.

Some members have the gift of the gab, and some the gift of the final word. One person engaged a young lady in chat and held his own for some time until he said that beneath the rough exterior beats a heart of gold. "I can believe that" was the reply, "cold, hard, and yellow". Game set and match to the home team; it gets monotonous. (Sorry, Tony).

**TRAIL RIDERS FELLOWSHIP  
LOCAL GROUP MEETINGS**

Group & Group Rep.	Pie & Pint Night Venue
<b>ANGLIA</b> Bob Aley, 1 Aldersford Street, Sible Hedingham, Nr. Halstead.	NONE
<b>BOURNEMOUTH &amp; POOLE</b> Keith Cockrell, 'The Bungalow', Winterbourne Kingston, Near Bere Regis, Dorset.	1st Tuesday — Dorset Soldier, Corfe Mullen
<b>BRISTOL</b> Ron Carter, 'Lynton', Westwood Road, Ebley, Stroud, Glos. Tel: Stonehouse 2707	2nd Mondays Stanshawes Court Hotel, Sundridge Park Road, Yate.
<b>CAMBRIDGESHIRE</b> Hugh Mason, 3 The Green, Haddenham, Ely, Cambs.	1st Monday of the month — The Golden Ball, Boxworth, Cambs.
<b>CHESHIRE</b> John Ward, 11 Fern Hill, Mellor, Stockport SK6 5AN	1st Thursday — The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport.
<b>CUMBRIA</b> Norman Phoenix, The Vicarage, Warcop, Appleby. Tel: Brough 683	NONE
<b>DERBYSHIRE &amp; SOUTH YORKSHIRE</b> Ian Dunsire, 1 Lodge Drive, Harley, Rotherham, S. Yorks.	2nd & 4th Tuesdays — The Victoria Hotel, 248 Neepsend Lane, Sheffield.
<b>EAST MIDLANDS</b> Graham Chinnery, 28 The Woodcroft, Diseworth, Derbys.	2nd Thursday — Flying Horse, Kegworth, Leics. (on A6).
<b>EAST YORKSHIRE</b> Howard Wadsworth, 7 Hammond Road, Knottingley, WF11 OHL.	2nd Tuesday — Kellingley Social Centre, Knottingley.
<b>ESSEX</b> Dave Andrews, 123 Burrow Road, Chigwell, Essex.	Last Tuesday — Warley Sports Centre, Holdens Wood, Warley Gap, Brentwood, Essex.
<b>EXMOOR</b> Ian Thompson, 17 St. Michaels Rd., Burnham on Sea, Somerset.	Last Monday of each month, 'The Stagecoach' P.H., Taunton (Centre).
<b>GLOUCESTERSHIRE</b> Neville King, 14 Cleeve View Road, Cheltenham, Glos.	1st Monday — Raglan Arms, Conduit Street, Gloucester.
<b>HERTFORDSHIRE</b> Frank Diamond, 42 Aldridge Ave., Stanmore, Middlesex.	1st Wednesday. The Valiant Trooper, Aldbury, Near Tring.
<b>LANCASHIRE</b> Keith Westley, 6 Briars Lane, Lathom, Ormskirk, Lancs.	1st Tuesday — The Hind's Head, Charnock Richard, Chorley, Lancs.

<b>LODDON VALE</b> John Holloway, 25 Pheasant Close, Winnersh, Reading. 785995.	2nd Thursday — The Lamb, Theale, near Reading, Berks.
<b>NORTH MIDLANDS</b> Bruce Roberts, Sonwell House, Fountain Square, Youlegreave, Nr. Bakewell	3rd Tuesday — Jervis Arms, Onecote. Near Leek, Staffs.
<b>NORTHUMBERLAND</b> David Young, 9 Edwards Road, Whitley Bay, Northumberland.	NONE
<b>NORTH WALES</b> Stan Whitaker, 15 Wedgewood Heights, Holywell, Clwd.	1st Wednesday — The Fox & Grapes, Hawarden, Clyd, (near Queensferry and Mold).
<b>NORTH WEST LONDON</b> Roger Newark, 76 Hale Grove Gardens, Mill Hill, London, NW7. 01-959 2386	1st Wednesday. The Valiant Trooper, Aldbury, Near Tring.
<b>NORTH YORKSHIRE</b> T. Thornell, 38 Woodlands Grove, Harrogate 888191	2nd & 4th Tuesday — Prince of Wales, Starbeck, Harrogate.
<b>SHROPSHIRE</b> Mike Dutton, Top Cottage, Eaton Mascott, Cross Houses, Shrewsbury.	Last Wednesday of month, Bell Inn, Cross Houses.
<b>SOUTH EAST</b> Mike Rich, 18 Way Volante, River View Park, Gravesend.	2nd Tuesday — The Westcourt Inn, St. Hildas Way, Gravesend.
<b>SOUTHERN</b> Peter Wildsmith, 5, Meynell Close, Eastleigh, Hants, SO5 4DZ.	3rd Tuesday — Tabby Cat, Hiltingbury Road, Chandlers Ford, Eastleigh, Hants.
<b>SUSSEX</b> John Penfold, 'Marriners', Nyton Road, Aldingbourne, Chichester.	Contact John (every other month i.e. Feb, April, etc. Hassocks Hotel, Hassocks.
<b>TEESIDE</b> John Bloomfield, 31 Thames Ave., Thornaby. Cleveland.	1st Wednesday — The Station Hotel, Kirby, near Stokesley.
<b>THAMES VALLEY</b> Terry Jolley, 49 Herondale, Addlestone, Surrey.	3rd Monday — District Arms, Woodthorpe Road, Ashford, Middx.
<b>WEST ANGLIA</b> David Knight, 89 Blackfriars, Rushden, Northamptonshire Tel: Rushden 313816	3rd Thursday — Scott Bader Club House (opp. Parish Church), Woolaston, near Wellingborough, and 2nd Thursday, The Swan, Salford, Near Cranfield, Beds.
<b>WEST MIDLANDS</b> Albert Billington, 171 Valley Rd., Solihull, W. Mids. B92 9AY 021-743 5801	1st & 3rd Wednesdays — King George V Memorial Hall, Stratford Road, Hockley Heath, Solihull, W. Midlands.
<b>WEST YORKSHIRE</b> Mike Pemberton, 36 Alder Hill Grove, Leeds 7.	1st & 3rd Mondays — Frizinghall Conservative Club, Off Manningham Lane, Bradford.
<b>WEST WILTSHIRE</b> Bill Riley, 141 Bath Road, Bradford on Avon. Tel: 3811	First Tuesday in month, The Old Bear, Staverton, near Trowbridge, Wilts.