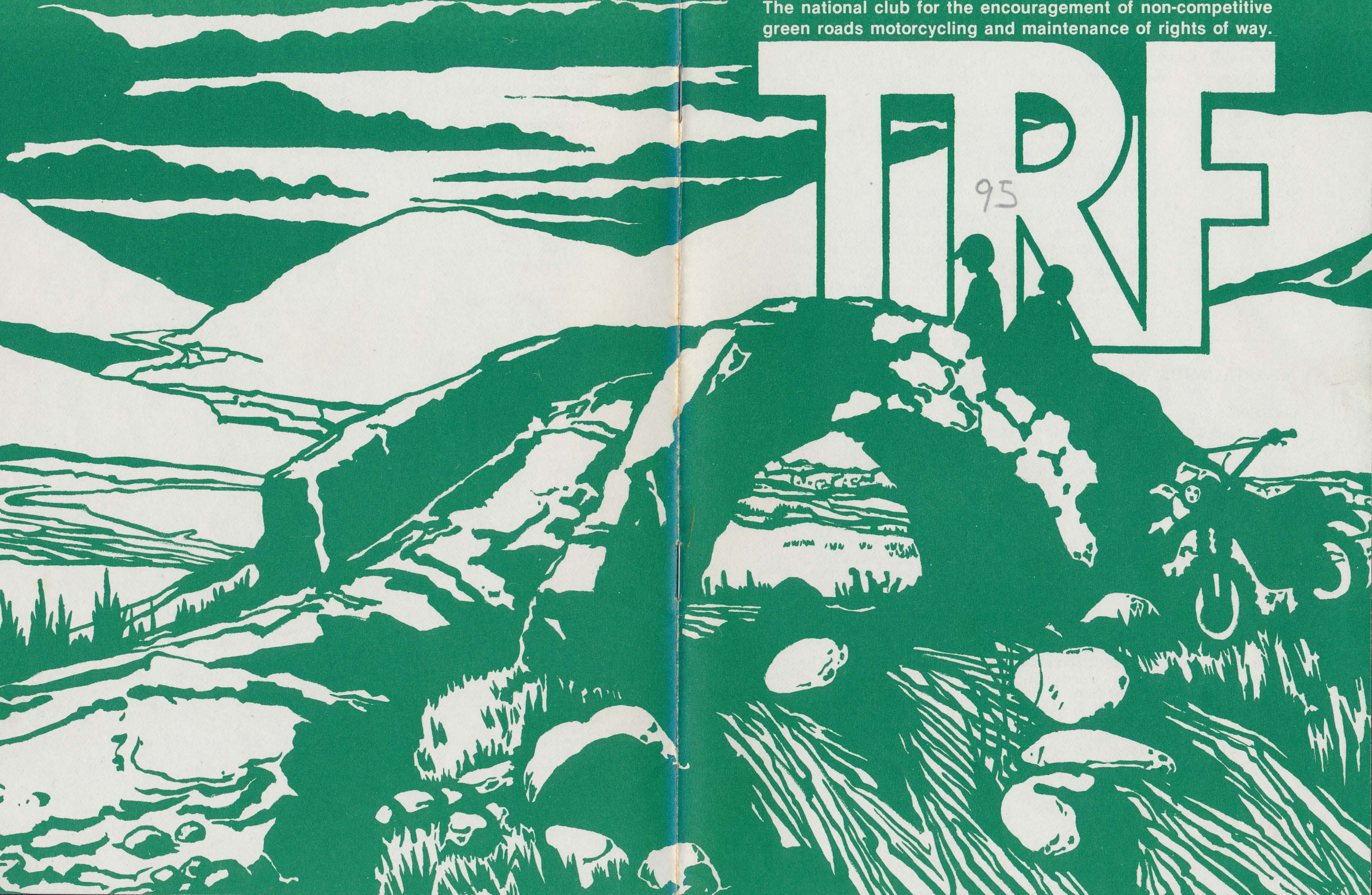


The national club for the encouragement of non-competitive green roads motorcycling and maintenance of rights of way.

TREK

95



TRAIL RIDERS FELLOWSHIP

BULLETIN No. 95 March/April 1983

DATES FOR YOUR DIARY

(These dates are supplied by each Local Group, please notify the run leader if you wish to join him).

10th April*	9.30 am Derbyshire, Meet at Baslow.
14th April	7.30 pm The Lamb, Theale, talk by Ordnance Survey Spokesman.
16/17th April	Brecon Weekend, contact John Holloway.
24th April*	9.30 Lake District.
9th May*	9.30 North Yorks Dales, meet Kettlewell.
15th May	9.30 North Hants. Contact John Holloway.
21st May	1.30 am Executive Committee Meeting, King George Vth Memorial Hall, Hockley Heath, Solihull, A34. West Midlands.
22nd May*	9.30 Wales

*Please contact Don Burt, Telephone Hemsworth 612258 for the exact starting place.

ADVERTISEMENTS: Members Only. £1 for four lines.

CLOTHING:

Barbour Suits. A Gold Medal Jacket £42.50. A7 Inter Jacket £32.75. 10% discount to T.R.F. Members.

Unrepeatable Special Offer. New type Dunlop Safety Wellies – Seconds, £7.50. Perfects £18.95. P.&P. extra. R. & D. Armstrong, 7 Bridge Street, Appleby, 52229.

ACCOMODATION:

Welsh Traditional Farm House. Under cover parking for bikes, room for cars and trailers. Seven beds, large lounge, colour TV, home produced food. Cost: B & B & EM £9.50 first night, £8.50 second night. Groups £8 per person – Dick and Jean Sutton, Pen-Rochell Farm, Llanfihangel, Rhydithon Dolau, Nr Llandrindod Wells. Telephone Peny Bont 200.

Lake Windermere. Bed and Breakfast, 26 separate beds, doubles/singles, colour TV, lounge, Ale house 20 yards. Evening meal, buffet, packed lunches on request. Yard to lock up 12 bikes. Ample car and trailer parking. B & B £5.75 first night, £5.50 three nights or more. Evening meal £3.25 – Brendan Chase, College Road, Windermere, Cumbria, LA23 1BU. Telephone 096 62 5638.

Beacons Guest House. B & B & EM. £10.50. 17 separate beds. Doubles and singles. Colour TV. Lounge, Bathroom. Two showers. Licenced. Private car park – 16 Bridge Street, Powys. Telephone (0874) 3339. R W Smith.

Editor and Distribution

John Higgin
11 Askew Drive
Spencers Wood
Reading RG7 1HG
Berkshire
Tel: Reading (0734) 882781

National Secretary

Bruce Roberts
Sonwell House
Fountain Square
Youlgreave, Nr. Bakewell,
Derbyshire
062 986724

Membership Secretary

Ian Thompson,
17 St Michael's Road,
Burnham on Sea,
Somerset
Tel: 786263

THE EDITOR'S CORNER

Long Term Planning

Spring is the best time for planning for the future. After the long dark nights of the winter, with time to reflect on what went wrong, or what went right, now is the time to commit yourself to paper.

Local Groups should be planning future rides, not just at the weekends but on the lighter evenings. Club nights should be planned for the autumn when film shows and invited guest speakers should attract more members to this fellowship than any other similar group and the people that matter, the willing volunteers should be spotted in a crowd and brought forward as leaders, to bolster their confidence. Local groups should have delegated a member to attend the next executive committee meeting on 21st May and have some idea of motions for the next Annual General Meeting. Rather now, in plenty of time than as a last minute bodge up, is what this planning is all about. The rewards can be spectacular. There is more time to sort out the details and any event runs better with the details right, and if all goes wrong then there is still time to pull out without the commitment of 25 gallons of ale and 500 sausages as some organisers of last minute barbecues have found to their cost. Failures of this sort, or any sort, dampen enthusiasm and diminish a club and can be avoided by starting your planning as early as possible. Most local groups should have a written down list of what they want to do in a year and if you are not the person who writes it down then make sure that the person who does is supplied with plenty of new ideas. Some you can get from this issue, like the Exmoor Group's Treasure Hunt, or some from other clubs, like a mini Roman Ride, or even a local M.C.C. type trial for less than a dozen entrants (to avoid legislation). Ideas are numerous, cheap and cheering – you could even have an ideas night with a brainstorming session – so think ahead, that is what the Fellowship is all about, and get planning.

John R. Higgin

IT'S A RED LETTER DAY!

On February 28th the Wildlife and Countryside Act 1981 took effect and re-opened 800 miles of green lanes, closed since 1978, designated 'footpath'.

These lanes are common in Yorkshire, Derbyshire, Devon, Suffolk and Cheshire. The House of Lords appeal case Mason v Suffolk County Council cost the ACU, BMF and TRF £2,000 in 1978, but has now been repealed by Parliament due to the effective lobby (first time ever) of the TRF and Byways and Bridleways Trust.

Highway authorities should now begin to carry out a continuous review under Section 53, or if RUPP's (Road used as Public Paths) still exist on the Definitive Map, reclassify them as Byways under Section 54. I now plan a rights of way training weekend in the autumn in Derbyshire to deal with the introduction of the new Act. But first I must have some idea who is interested in attending. Cost will be £12 per head and you should ask your local TRF group to help with the cost.

As most of the 800 miles of lanes have not been used for five years, some may be obstructed or overgrown.

Try and deal with them yourself, if not let me know.

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

LETTERS TO THE EDITOR

Dear Editor,

It happens that Ian Thompson has managed to touch one or two raw nerves; it's the surname I expect. On the question of bike suitability, I graduated through them all, to my present mount, a rare Panther 600 Sloper Enduro! This, initially, led to the high voice syndrome, but I was fortunate in buying one of the very last models of the "Irn-nak, all welded truss". Obviously this bike gives me great advantage over others, as I can get up "Chapel Gate" on five firing strokes only. As to why we lose members; its boredom, old chap, boredom. After one has ridden the same tracks two hundred times, one loses the pleasure associated with falling off; familiarity breeds contempt, you know.

There was a time when falling off was an art, one could really perfect the sickening thud associated with the high altitude gained as the bike tossed you off (no editing please!) then ground you into the mud! Nowadays, with long travel suspension most riders suffer sea sickness, rather than the more acceptable broken ribs, commonly known as the Bloomfield Bender!

There are only a few of us left, mostly Yorkshiremen, who can still give these acrobatic displays, still produce the twin dent in tank A.O.T.; the fingers in chain configuration; who have practised the hot exhaust pipe yodel, who have enjoyed the whole bike supported on one footrest, pivoting on chest, oh happy days! All of this will soon be a fading memory. Don't cry for me you poofers from the South, 'cept you Frank Diamond.

Willy Eckerslike

THE IRISH TRAIL SAFARI

Once again Mick McEoin of the Dalcasion Motorcycle club is organising this cross between Finegan's Wake and Blashford Snell's South American Expedition.

The difference is that this year the date has been changed and instead of a potential clash with the I.S.D.E. in Wales in October they are welcoming all comers in May. The base and countryside is the same as usual and the prices are said to be very reasonable for the standard of accommodation provided – that is not cheap, but excellent value for money.

Details from Mic McEoin, 1 John Street, Limerick, Co Cork.

Sorry about the short notice but Sod's Law was in operation and I was notified a day or so after the last magazine went to the printers.

RIGHTS OF WAY TEACH IN WEEKEND

Once more Brian Thompson risks the wrath of the Executive Committee by overspending on a weekend's Rights of Way school. The date is Saturday 16th and Sunday 17th of April and the cost of one night's bed, breakfast and evening meal is only £11. If you wish to reserve one of these rare places then send a non returnable deposit of £3 to Brian Thompson, 39 Warren Road, Thorne, Doncaster, (Socialist Republic of South Yorkshire). His busy telephone number is 0405 814388. The accommodation here is of the Youth Hostel type and you may be asked, or (knowing Brian you will be ordered) to assist in washing up, bed making, or sweeping up, but don't worry I won't tell the wife and spoil your macho image!

NORTHUMBERLAND GROUP

Following the recent meeting of some of the Northumberland T.R.F. members, it was decided that future monthly meetings should be held at "The Robin Hood" pub, on the B6318, Military Road, just west of Whittle Dean reservoirs.

If any Northumberland members wish to participate in the group meetings and activities, we will be pleased to see you on the third Tuesday in each month at the above address from 8.30 onwards.

Northumberland Group rep:

Ken Canham, Overdale, Woodside Villas, Hexham NE46 1HX. Tel: 602553.

EXECUTIVE COMMITTEE MEETING

at King George V Memorial Hall, Hockley Heath, 5th February, 1983

The meeting started at 1.30 pm and the only apology for absence was from Peter Wildsmith. The minutes of the last meeting were approved. John Stokes was approved as group representative representing a meeting at Dudley, provided the two groups whose area it fell between, the West Midlands and the Shropshire groups, had no objections. There was a possibility of a new regional group in South Wales and they were advised to approach the Secretary for advice and recognition.

Richard Marshall presented his first Treasurer's report and said that donations of £600 plus had been made to the Fighting Fund between his taking over in October and 31st January. He was looking for the highest paying rates of interest for this money until it was needed. He asked for guidance in paying out on claims for expenses for rights of way work and was reminded that anyone incurring expense should clear it with himself or the chairman or secretary before committing his own or the Fellowship's funds, but in this instance it was decided to make 'ex gratia' (out of gratitude) payments of £150 to Adrian Walls for work in attending public inquiries in North Wales and £50 to Bill Riley for similar work in Wiltshire. Payment for the Byways and Bridleways Trust and B.M.F. subscriptions was agreed, but it was pointed out that this was not necessary annually unless the A.G.M. had decided against membership. Wearing his Assistant Rights of Way hat, Richard Marshall asked that all Group R of W volunteers should advise him if they wished to receive reports from the London Gazette, and for what area? (his address is: 1 Burlington Close, Breaston DE7 3UB, Derbyshire).

New Membership Secretary, Ian Thompson then took the floor and said that since taking over he had enrolled 68 new members and had a good renewal rate. He noted that it made work much easier if Group Representatives could send in all the renewals for their group together and he noted that newspaper publicity had produced many enquiries.

The Editor, John Higgin, then reported that the next magazine was ready for despatch but the following issue depended on your sending in material, both for Riders' Reports and articles and letters. The B.M.F. membership card will be sent out with the April 1st issue.

Alan Kind took the floor as Press Officer and reported that he had started a column in Motor Cycle News which had a good response and that he regarded the publicity as beneficial, but this column needed the help of all members to keep him up-to-date with all news and developments. Photographs, particularly in black and white, of trail riders talking to other users and details of green lanes away from built-up or 'sensitive' areas would help his column help the Fellowship, his address is: 1 West Blackdene, Wearhead, County Durham, telephone 0956 455.

Alan was proposing to draft a press release with photos and copy, putting our point of view for non-members, or other countrygoers and official bodies. With some backing from the Manpower Services Agency that had to find 200 jobs in Recreational Development, he had drawn up a job creation scheme to find and log old roads, repair stiles, clear lanes and similar work.

Since taking over he has posted 120 letters. The Chairman said that he was very grateful for the amount of work that Alan had put in since taking office, which contrasted very favourably with some of our previous Press Officers. It was agreed to produce the printed leaflets up to £100.

Brian Thompson then gave his Rights of Way Officer's Report and said that the C.C.P.R. had commented that we had a favourable case to put to the Sports Council for a Development Officer, but the Countryside Commission would not help vehicular rights of way groups. They were, however, to sponsor another two-year comprehensive Green Lane Study. The Spicer Committee continues to meet as an all party rights of way group

in the House of Commons. The Chief Constables' Association are reported to want all 'off-road' motorcycles to be licensed, and the matter was closely debated. The general conclusion was that this would just be another way to raise revenue and was impracticable in police terms but if any money was raised by this method it could only rightfully be used to provide trail parks and similar off-road riding facilities. Brian also reported that a 100 acre trail park had been offered adjacent to the Berkshire Ridgeway and it was felt that this would alleviate the problem of under age, uninsured and untaxed riders on green lanes and therefore had our support.

Brian also asked that members send news and photographs for his column in Trials and MotoCross News. It was agreed to contribute to a share of the R.A. link scheme to be notified of closure of rights of way.

The Chairman then asked if any group would undertake to supply and man the T.R.F. stand at the B.M.F. Show on May 15th and funds were granted to the Cambridgeshire Group, who volunteered.

It was proposed that future committee meetings be held at regular times and it was agreed that, subject to availability of the room, the third Saturday in January, the same in May, the 21st, and the same in September, the 17th, would be the dates for future meetings both this year and in the future. The date for the Annual General Meeting was agreed as the 16th October, and the offer to hold it at Knottingley by the East Yorkshire Group was accepted. (So there is now no excuse for the North Easterners, Scots, Cheshire and Lincolnshire members not to attend!).

Motions for the A.G.M. should be submitted to the Secretary by 17th September. (Start your forward planning NOW!)

The Chairman had looked into 'all Risk' insurance for club officials and would accept a quotation for cover up to £250,000 to protect them in case of potential court cases. This could include nominated group representatives.

Seymour Moss reported on the meeting with the Countryside Commission that he had attended on behalf of the T.R.F. and said that although the report had been quite favourable to us, various bodies were strongly against allowing any vehicles on the Ridgeway at all. It had been reported that up to 17% of users were too noisy or not legal but it was also reported that if motorcycle traffic stopped entirely, there would be no noticeable difference in surface damage which is mainly caused by agricultural vehicles. Seymour Moss had asked that the T.R.O. application be withdrawn and this would be looked into. A letter from the Countryside Commission officer, Jo Burgon, was shown where they had proposed another period of voluntary restraint from 1st May to 31st October. Seymour said that this had not been agreed yet and he would be negotiating with the Countryside Commission about all aspects of the matter.

Under any other business, Brian Thompson asked if Allan Todd could be elected an Honorary Member, but this was only possible at an A.G.M. if the recipient had indicated his willingness to accept. Brian also asked if he could have some financial help to get his typing and filing sorted out. Brian was referred to the appropriate motion at the A.G.M. and told that reasonable consideration would be given.

Ian Thompson then asked "what the present situation was about notification of closure of a right of way." Richard Marshall said that he was to be notified centrally and would notify local rights of way volunteers. With regard to vehicular rights on County maintainable roads in Wales he reported that a study was being made but at a recent meeting of solicitors from the Association of County Councils all believed that vehicular rights of way existed.

It was reported that the Wildlife and Countryside Act would commence in 28 days from the receipt of the circular which should be posted early in February. (Now known to start 28th February.)

John R Higgin

Richard Marshall said that he planned to order some new stickers, and was the present design to continue. The matter was discussed and the most favoured design was "the bike under the tree" motif of the previous magazine cover. The meeting closed at 4.30 pm.

THE RADNOR INQUIRY

Results re 1968 Act (at Rhayader and Knighton) county of Powys in 1979

The review for the old county of "Radnor" which is one third of the modern county of Powys, (the other parts being Brecon and Montgomeryshire) was held in 1979 with inquiries in Knighton and Rhayader.

The R.O.W. officer for Powys is Mrs Gladys Richards, Powys C.C., County Hall, Llandrindod Wells, Powys. The results of the inquiries were published in May 1981 and by courtesy of Mrs Richards, I have a complete copy of the proceedings and findings, about 200 pages. The Byways in the Rhayader area are as follows: LC 296 Grid Ref 824682 to 900719 the "Monks Trod" NOTE the black dashes from the ford at the Claerwen River is the only legal road from the end of the "Trod" they are "county road" in Dyfed linked to Stata Florida and the reservoir road LC 299 which is also a byway (G.R. 819671 to 877640). The other byways are as follows:

LC 294 Grid Ref. 921706 to 961686 old mountain road. SH 367 Grid Ref 995737 to 022750 Near St Harmon. NL 221 Grid Ref. 988683 to 00654 off A44.

Yes actually five, all others R.U.P.P.s around Rhayader are now bridleways. The Knighton inquiry was better with byways at Gorsley Dan (N of Llanbister) the Radnor Forest Area, Builth Wells and Glaschw, may be 20 in all. I have some details but Mrs Richards will confirm, (she is very helpful and unbiased). In all the reports are grim reading, but they do give us some new evidence to continue using some of the better downgraded R.U.P.P.'s. I am waiting to see what happens when a rider is challenged and he quotes Section 34, Highways Act "using a Bridleway with vehicular evidence of use" as a defence. Farmers are alerted to trailriding in this area and certain parties like the N.F.U. secretary in the area who has the downgraded R.U.P.P LC 295 on his land may well take action.

Mike Dutton, Top Cottage, Eaton Mascott, Shrewsbury

BOURNEMOUTH AND POOLE GROUP

We have been reasonably active with trail runs in Dorset and Wiltshire these last 12 months.

During this period two horse societies have called upon our services for course marking and marshalling. These two events being within fair reach for our riders in south Dorset and the New Forest.

News has been scarce for a long time from our group, this being mainly due to myself studying for exams and planning to return to Australia, but as fate would have it, I did well in the exams, but flunked the green light for Australia, something to do with 10,000 electrical workers on the dole.

In May 1983 our group will be helping the horse folk again in the New Forest, a two-day event which everybody receives great pleasure from helping out.

Daggers Gate to Burngate. This is an unclassified country road in south Dorset very close to the sea, while on a recent days' outing, several of our members were stopped on this U.C.R. by a farmer who it appeared, contrary to popular belief turned out to be poorly educated. This is rather unusual as most farmers generally receive compulsory No. 1

education. Keith Cockrell wrote to Dorset R.O.W. Department and I quote the satisfactory letter from the County Surveyor.

"To: K. Cockrell. 31.1.1983.

Daggers Gate to Burngate

Dear Sir

Thank you for your letter of 21st January. I have written to Mr Stainer informing him that this track is not a bridleway, as he supposed, but an unclassified country road and that public vehicular rights are the same as on any other road.

Yours faithfully, County Surveyor."

Stephen Russell, 56 Winstone Avenue, Branksome, Poole BH12 1PG.

WEST YORKSHIRE GROUP

The names and changes of officials elected at the local Annual General Meeting for this group are as follows:

Chairman	Jim Soutar	No change
Secretary	Charles King	No change
Treasurer	Mike Kitson	No change
Rights of Way	Gordon Thakray	New official
Group Representative	W John Netherwood (New official)	
	The Barn	
	Fulstone	
	New Mill	
	Near Huddersfield,	
	Yorkshire	
	Tel: Holmfirth 5492	

SOUTH EAST GROUP NEWS

It's been quite a while now since the South East Group have written in the Bulletin, so since I am now the new group rep. I thought we should show that there is still some life down in Kent.

Membership has now dwindled to a small hard core of enthusiasts, but we still normally organise one run a month.

The January run saw three of us doing the lanes around the Harrietsham/Ashford area which are always good fun, although it snowed very heavily whilst we were riding along the North Downs Way. One chap we met, who lives at the end of a lane we ride, has obtained permission from the landowner to use part of his land as a trials/MX course, so at his invitation we spend half-an-hour whizzing about before getting back to the more serious business of trail riding.

We had a small amount of snow down here during mid-February which always has me reaching for my riding boots in anticipation of a few laughs. So one Sunday, to the amazement of "normal" people I heaved the IT 175 out of the shed and slid out into the white stuff. The places where cars had packed the snow were pretty dodgy, but once deep into the countryside the loose crunchy snow made for superb traction. It's really good fun and the bike doesn't get very muddy.

Any T.R.F. member who lives in Kent or S.E. London is obviously most welcome to join us. So don't be worried that we are a decadent lot who own Enduro bikes and tow our bikes behind cars, because you should have a good time on our runs. We do!

Steve Neville, 115 Ifield Way, Gravesend. Gravesend (0474) 57061

RIGHTS OF WAY NEWS

CRISIS IN WALES

Wales has been called a paradise for motor cyclists who prefer riding on the rough. The Welsh Two Day and once a decade ISDE mean a lot to enduro fans and to those Mid Wales Clubs that organise them so well. Only Mid Wales can provide 850 miles of rough tracks for the ISDE, but Mid Wales is also very popular with visiting trail riders on holiday from England. The Monks Trod, Strata Florida, The Gap Road, Sarn Helen are without doubt the most scenic and challenging green lanes in Britain.

However, the two activities have clashed recently and the trail riders have come off worst. The trouble started when certain ACU clubs in the Mid Wales Centre withdrew some Byway claims at the last moment, following a deal with the farmers who want green lanes closed to trail riders. There was a threat of legal action by the Welsh Office and it put Powys County Council in a difficult position because user evidence to back up the many Byways made by the Council was withdrawn and Mrs Richards, County Rights of Way Officer, was forced to issue a summons to compel riders to attend the inquiries, a rather drastic step and quite unique. Mrs Richards even went out into the streets of Builth Wells and begged passing trail riders to help but without success.

True, the Welsh Trail Riders Association went ahead with some Byway claims, but without local help it was a futile gesture and with some 200 lanes closed, the National Farmers Union have hailed this a 'great victory'. The farmers then are very pleased, as apparently are the ACU Mid Wales Centre. There are now just three Byways in the old Radnor County. The prospect for Byways in the rest of Mid Wales is very gloomy. No doubt those who withdrew Byways did so to protect the future of events like the Welsh and ISDE, after all ACU clubs are dependent on the goodwill of farmers and landowners.

To all the many critics of what happened in Mid Wales I say don't rely on others but make your own Byway claims. The TRF relied on the ACU and WTRA which was wrong. Call it blackmail or call it a sensible give-and-take compromise, but it is not the first time, nor will it be the last that ACU clubs have given in to pressure from the farmers.

The farmers see it quite differently. They see nothing wrong in occasionally asking clubs to give up a few green lanes. Clearly there is some resentment against the TRF and visiting trail riders, especially if riding on a Sunday! A few thoughtless trail riders can lose valuable land. It's happened many times.

So where does this leave trail riding in Mid Wales? For the local riders like Dick Sutton, they don't need Byways as they have permission from the landowners to use the old roads many of them now bridleway and not open to the public. It is not good news for other trail riders; however the lessons are being learnt. Mike Dutton, Top Cottage, Eaton Mascott, Cross Houses, Shrewsbury, Shropshire, wants to get the many TRF groups and other trail clubs together to plan a co-ordinated effort to save the lanes of Mid Wales.

The situation in North Wales is a lot brighter. In Clywd, thanks mainly to Adrian Walls of the TRF, plenty of Byways will appear on the maps in places like the Berwyn mountains.

The TRF has paid £150, and Llangollen Club £30 towards Adrian's expenses at dozens of inquiries in 1981/1982 involving 180 green lanes. Adrian has done as much to save North Wales as Alan Todd did for the Lake District.

As if Wales did not have enough problems, the Welsh Office have now decided that Unclassified County Roads are not a vehicular right of way, in complete contrast to the position in England. I am trying to sort this out at Government level, meanwhile keep on using them.

If you want to trail ride in Mid Wales I recommend you stay at Dick Suttons farm and get him to take your out for a day or weekend.

In the County of Gwynedd, the TRF has 200 Byway claims outstanding.

Until this year we offered you only one way to tackle the rough and the smooth, our XL range of gutsy four-strokes with their impressive low and mid-range pulling power.

This year though, we offer those who prefer the peakier response of a two-stroke the choice of two all-new two-stroke trail bikes, the MTX200RW and MTX125RW.

And just as the XL range resemble our pukka enduro bikes more than ever this year, so the MTX200 and 125 resemble our works motocrossers.

MTX200RW

Perfect for those who prefer the peakier response of a two-stroke but don't want to sacrifice mid-range power, the MTX200 features a 268HP reed valve liquid cooled single cylinder two-stroke engine with our Auto-control Torque Amplification Chamber (ATAC) exhaust system to boost low and mid-

range power. Ignition is CDI.

Rear suspension is single-shock Pro-Link with a box-section swingarm and front suspension is by 35mm air-assisted forks.

Electrics are a full 12 volts and the headlamp is a halogen unit.

MTX125RW

Looking almost identical to its bigger brother the MTX125RW is perfect for the learner who wants the looks of our motocrossers and the snappier response of a two-stroke. Engine is a 9kw (12BHP) liquid cooled single cylinder two-stroke with counterbalancer and CD Ignition.

Like the bigger bike, front forks are 35mm air-assisted units while rear suspension is our single-shock Pro-Link system with a box-section swingarm.

Electrics are 12 volt and the headlamp is a halogen unit.

XL500R

Not for the faint hearted, the XL500R's 4-valve overhead camshaft single cylinder engine packs a mighty 4kg-m of stump-pulling torque. Ignition is CDI and the camchain adjuster is automatic.

At the front are air-assisted forks, and at

MTX125RW



the rear is a box-section swingarm and single-shock Pro-Link suspension with adjustable damping and remote reservoir.

XL250R

A perfect all-rounder, the XL250R features a 4-valve overhead camshaft single cylinder four-stroke engine with CD Ignition and auto-

XL500R



matic camchain tensioner.

Good traction and roadholding are taken care of by single-shock Pro-Link rear suspension with adjustable damping and remote reservoir, and air-assisted front forks.

XL125R

A great way to learn on dirt or tarmac, the

XL125R



XL125R pumps out a gutsy, predictable 9kw (12BHP) from its overhead camshaft single cylinder four-stroke engine with no-maintenance CD Ignition and 12 volt electrics.

Rear suspension is single-shock Pro-Link with adjustable damping, remote reservoir and a box-section swingarm, while traction at the front is taken care of by long-travel air-assisted forks.

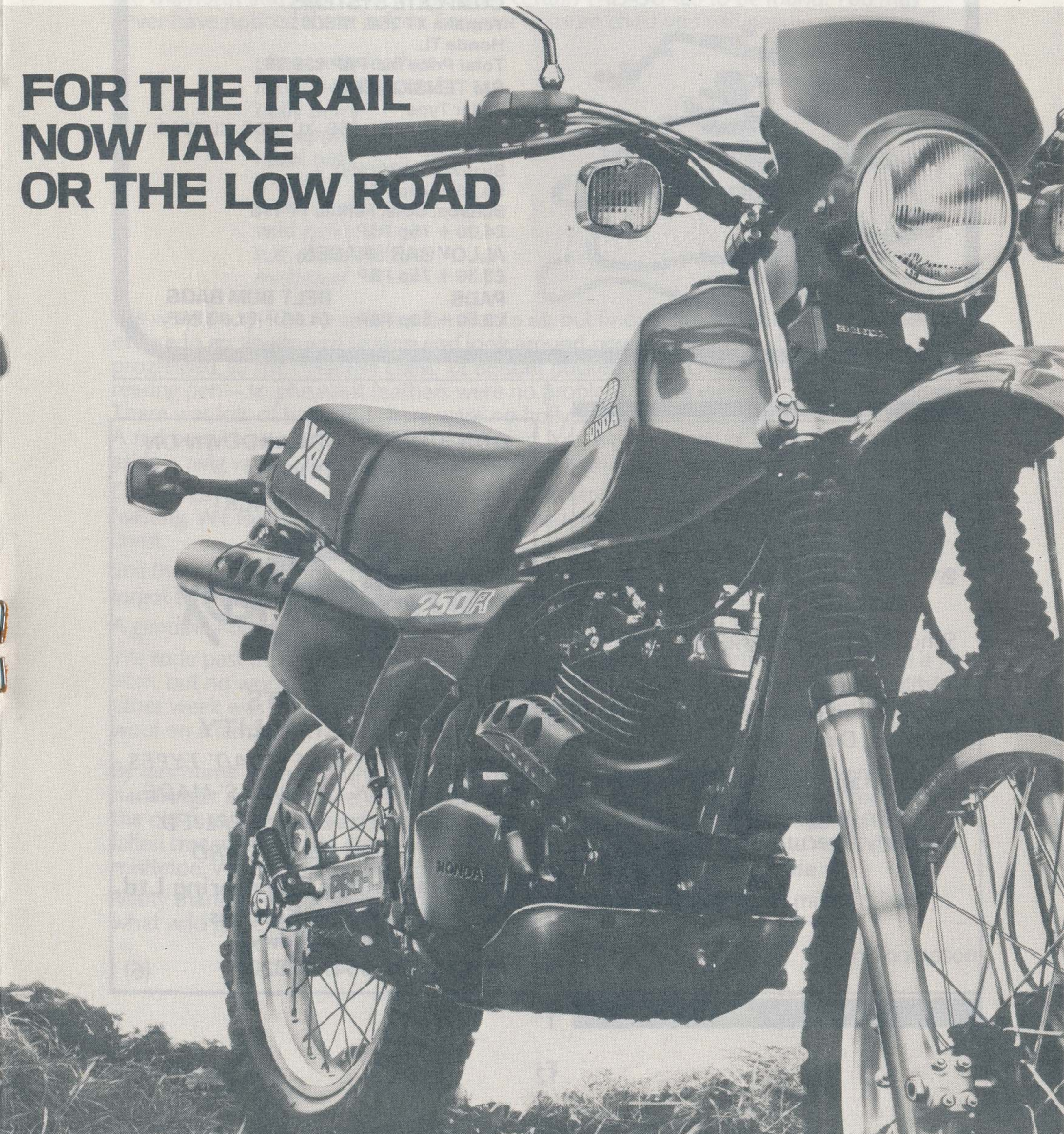
Such carefully designed and thoroughly engineered bikes as our on/off road models deserve a backup service and clothing and accessory range that's just as well thought out and well designed.

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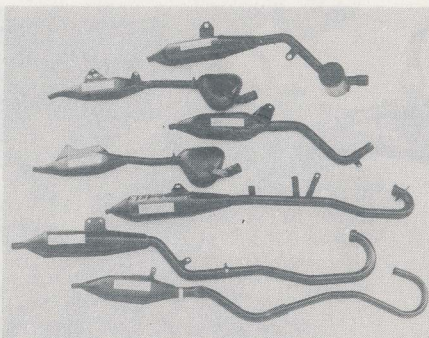
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£2.50 + 50p P&P

BELT BUM BAGS

£4.60 + £1.00 P&P

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.

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(6)

HIDDEN TREASURE

It did not strike me as such a good idea, in the dark of a January morning. A treasure hunt on green lanes? All those cryptic clues in rhyming couplets! Would I reach the lunchstop before nightfall? I rode apprehensively towards the agreed meeting place. I was never too good at crossword-type clues. Even Ron Bilge's TRF crossword beat me last year. How would I cope with a treasure hunt? – and on green lanes as well!

We sat and chatted in the car park as the morning sun thawed us out. The starting time came and went. Still we chatted. Joe adjusted his chain. Ken contemplated his flat front tyre. "Well, where are the clues then?" someone asked at last. A single sheet of paper was produced from our leader's pocket. It was all delightfully simple. It read:

"To the north and west of here there are certain TREASURES to be found. You may never have noticed them before. For your treasure chest you will need:

pheasant's feather
rhododendron leaf
holly berry
oak apple
hazel nut
rose hip
piece of elm bark
wild garlic
tuft of wool
mistletoe"

We were away! The lanes were familiar to us, but finding the "treasure" gave us the excuse to go slowly and to stop and look around now and then. As the morning progressed, so the "treasure chest" (a Belstaff pocket) filled. One lane ran past a pheasant rearing pen – so pheasant feathers were no problem. There were lots of rhododendrons. There was lots of holly. But there were no holly berries. We stopped at the end of a lane. A red berry! Not a holly berry but a rose hip. Yes, we want one of those. Phil brushed aside a twig which stuck out of the hedge near him. Hang on! There's an oak apple!

Catkins gave away the identity of hazel bushes, and underneath the squirrels had been feasting. We found a whole hazel nut they had missed and popped it in the treasure chest.

Still there were no holly berries. I enjoyed the long climb deep in churned mud and we forgot to look around until we got to the top. There it was!

A genuine holly tree ablaze with red berries! What was next on the list?

We rode past the farm looking for sheep. There was a noisy greeting from cattle in a barn, but no wool. Joe was sure the fallen tree he had helped clear from the lane the other week was an elm. But no, it was a beech. On round the corner and I spotted some wool on a farmgate.

By lunchtime we had found all except the garlic and the mistletoe. After a very tasty hamburger and chips, we went garlic sniffing. I got stuck on the washed out cobbles of the old ford. The engine died just as I was enjoying some really good mud. I cleared the fallen tree with a single dab, and we sniffed not a sniff of garlic and saw not a sprig of mistletoe. We did find an old lime kiln, and we had a splendid day's ride.

Many thanks, Ken, for your list of treasure. We must try it again. And I must find out what wild garlic looks like.

Ian Thompson

GLOUCESTER GROUP NEWS

Peter Vaughan has already been up to Dawes Lane with our chainsaw and dealt with some of the larger obstacles that were present. But, we still need a good turn-out for the lane-clearing in order to make a clear path end to end.

Dave Mayo has handed me some paperwork concerning a T.R.O. in Avening. As it will not affect our trail riding, it has been filed as of no concern to us.

Ron Carter has spoken to some people in the off-road motorcycle trade with regard to their help in funding a National R.O.W. Officer and seems to be optimistic of something happening.

The Thames Valley have requested that we take them on a trail ride in the Forest of Dean on 27th November. This we shall do and I hope to arrange a reciprocal ride in their local area.

The W. Midlands group are to take us on a run in their area soon and when I receive a suitable date from them I will let you know.

The Cambridge group are hoping to come to us for a weekend in the summer. They would possibly camp locally and we would take them on runs on Saturday and Sunday. This came about because their rep. is Cheltenham born and bred.

Are there any areas that you wish to visit for a ride? If so let me know and I'll see if I can arrange it.

Neville King, 19 Cleave View Road, Cheltenham.

BOOK REVIEW

If you had been able to tear yourself away from your beloved pastime of trail riding for a few Sundays last year, you may have seen a series of programmes on BBC 1 called "History On Your Doorstep."

Fronted by ex-cab driver, ex-Mastermind, Fred Housegoe, I found it totally absorbing, my only regret being there are no plans to repeat it. Like most TV series these days there is the inevitable book. This one is entitled "History On Your Doorstep" and is written by the programmes history consultant, S. R. Ravenscote and published by the BEEB at £4.50.

If you have ever wondered about the social and historical development of England, why the lanes you ride are where they are, this is the book for you, it will go a long way to answering your questions.

It lists valuable sources of reference should you wish to research a particular area, be it Roman, Middle Ages or Modern. Since reading the book I have personally enjoyed my trail riding far more. Now instead of just riding a lane, I find myself asking how it developed and constantly looking for signs of former settlement.

There's a quote in the beginning of the book from T. S. Elliot, and I feel it sums up my new attitude to trail riding.

*"We shall not cease from exploration,
And at the end of all our exploring
Will be to arrive at where we started,
And know the place for the first time."*

John Stokes, 3 Jay Road, Kingswinford, West Midlands DY6 7RR.

TRIUMPH ADVENTURE

RIDERS REPORT

In 1936 The Triumph Co. Ltd., decided that they had enough of a struggle through the depression of the thirties and that their future lay in more profitable fields such as car production. They bought premises at Foleshill Road, Coventry and put the Priory Street factory up for sale. On a train journey to London with their bankers Jack Sangster, owner of Ariel's agreed to buy the motorcycle side of the business. He brought in new management in the form of Edward Turner, as managing director, and assisted him on the design side with Bert Hopwood, also as a link with the past he made Seigfried Bettman founder of Triumph Chairman. The new management restyled the solid value for money range of machines and got down to their drawing boards. In 1937 they introduced the Speed Twin, the first of Turners lightweight twin cylinder five hundred cc bikes and suddenly they couldn't make enough. It stayed that way until the war intervened, and bombs flattened the factory and new 350cc prototype and they had to rebuild at a new site near Meriden.

After the war production of civilian bikes recommenced with girder fork front suspension and rigid rear, then telescopic forks were introduced and a sprung hub, and finally telescopic sprung and hydraulic damping at both front and rear. Triumph motorcycles were rarely racers but had some good trials, and scrambles results and even won the ISDT after which they christened the Trophy model.

The engine that had been developed from the first Speed Twin was almost identical in layout and in 1957 a unit construction engine having the engine and gearbox in one piece was introduced and called the "21" to celebrate 21 years of the Triumph Engineering Co. this was 350cc but was developed as the 3TA and later as the 5TA (500cc) model. Later models of the 650cc and 750cc had yet another set of larger and heavier castings and bear little relationship to the Adventurer. From the 5TA a family of models was developed including the Daytona and a detuned version of this was the Adventurer. This had a single carburettor and was what the American market called a Street Scrambler. It had a lightweight upswept exhaust system and trials tyres, wide bars, lower final gearing and aluminium mudguards. First shown at the Earls Court Motorcycle Show in Autumn 1972 it was an immediate best seller and Triumph made a total of 7,500 in 1973. Of these approximately 5,000 went to the States and 1,500 stayed in the UK. The remainder went all over the world to such places as Australia, New Zealand and many more countries. Harry Foster tells me that the frame was poached from B.S.A. from either the Jeff Banks or the Jeff Smith scrambler.

The above, then, is the background and what about the bike in present riding conditions? Why should a bike made ten years ago have such an avid and enthusiastic following. Well, firstly its British and secondly its four stroke and thirdly it has the almost unique property for a trail bike of being a twin cylinder machine. All these help to make it unique. It also has a relatively low weight and almost enough power for any situation. Another plus point is a low seat height. As one rider says, what other bike can be kick started from a seated position.

Six owners reported on their machines ranging from one years ownership to nine, and all are very happy with their machines. It is a very good compromise bike with good road going properties and reasonable handling on green lane problem surfaces. Some of the lighter owners find it rather heavy for them but there are no serious complaints. It would appear that the wheel bearings as supplied are not sealed and these should be replaced with sealed ones when the original ones wear out. Another common change is to lower the front mudguard as fitted it comes rather high. The normal compression ratio is 9.1:1 but this can be lowered to aid tractability to 8.3:1 and may use a lower grade of fuel at this ratio. Mike Rowley would seem to be the owner who doesn't leave well alone as he lists nearly two pages of modifications including CCM swinging arm which lengthens the wheelbase and allows longer springs/dampers. The bike comes with

2½ to 3" of suspension movement and for this reason Mike has fitted 14⅞" long Koni dampers, but hasn't tried it out yet. This makes the seat height 35" which he can just reach – it may settle down under his weight when he actually sits on the thing, but most riders praise its "armchair ride" so maybe it isn't worth the bother.

Chris Buckle mentioned that he thought that most riders would report that the front brake was diabolical but in fact no one did. The only really common fault was the front fork stanchions need replacing because they become pitted.

If a bike has been out of production for ten years then it would be reasonable to expect that the spares situation was becoming rather desperate, but in practice the aforementioned Chris Buckle is the owner of Roebuck Motorcycles and all other riders report that he gives an excellent spares service with (their figures, not mine or Chris's) 98% availability from stock by return of post. Now if Chris took on the spares for Japanese makes I might even buy one, but unless . . . no way! Some of the horror stories I hear about imported bikes makes me wonder how we lost our markets. The other amazing part is that all riders report that very few spares are needed. It is possible to get stranded by a failed part such as a capacitor but all riders report – very unlikely. Not only are replacement parts rarely needed but they are reasonably priced (that's another pint Chris!) However the bane of most trail riders is new chain and sprocket sets. Some owners report a new smaller rear sprocket but the steel ones supplied as original equipment last a long, long time, and the chains wear well – several years. The chain guards have of course been changed by arch modifier Mike Rowley, from Montessa type to XL250 and Bultaco chain tensioner but I think that this is more an indication of his search for perfection than a reflection on the original design.

The Triumph engine, as a breed has a reputation for some vibration, but again, no one mentions this apart from Mike Rowley. He has filled the ends of his handlebars with lead, for about three inches, to dampen down any possible vibration but would prefer to get a top yoke for the Marzochi forks that had a rubber mounting for the handlebars a la Husquvarna. He is also planning a transistorised ignition and QPD rubber belt primary drive. Colin Patient claims that his (now sold) bike did not like water in the electrics but then careful sealing is necessary on most bikes. Peter Naylor has fitted rubber fork gaiters to his machine and these should stop the forks pitting in future. Harry Foster was so pleased with his first machine that he decided that he should have a newer one, so he bought a frame and wheels and the rest of the parts and made one. He reckons that the parts cost £1,800 and it was registered in May 1979 and is finished just like they left the factory. He says that the original road tests called the bike the TRAIL BOSS and that describes it very well. Plenty of torque, predictable handling, engine braking and reasonable rear brake, great ear 'olin machine, good sidecar puller, reasonable weight of about 320lbs, good petrol economy and good resale value. The only catch that I can think of is that you can't buy a new one – that's what I thought until I talked to Chris Buckle and he mentioned that he has got Eric Cheney to make some frames and is building some up from spares, so even that problem could be solved. All his first batch is spoken for but if you talk to him ever so nicely and cross his palm with about £2,500 you could be the owner of a very rare 1983 or 4 new Triumph Adventurer TR5T.

Thanks to Teeside Group who sent in reports, Mike Rowley and Colin Patient.

The next machine for the Riders Report treatment is the Suzuki PE175 always provided I have some straw from which to make my bricks. Absolutely NONE received to date – that usually brings some by next post – so get your pens on paper as soon as possible to:

Riders Report, John R Higgin, 11 Askew Drive, Spencers Wood, Reading, Berks.

BOOK REVIEW

Fast from the Gate – Michael Hardcastle, Methuen Children's Books, £3.95

Looking for a book to keep the children quiet when its raining, then try this one. A fast moving story in Boys Own Paper style all about schoolboy motocross and stolen bikes. There are few difficult words and no deep meanings and the 110 pages could be read by an adult in one-and-a-half hours, but a slower reading child could take days! Fairly pricey, compared to a paperback, with similar quality paper, but then kids treat books rougher and it probably justifies a hard back and the extra money for this reason. Worth buying, if your kids are vaguely interested in trail riding as it explains a little of the reasons that we ride.

John R. Higgin

RUN REPORT – NETHER BORINGLY GROUP

The rain lashing on the window woke me at 6 am. I crawled out of my pit, opened one eye and began to navigate myself to the bathroom. Today was the day of our group's monthly run. Although the run was not due to start until 9.30 am, I didn't have much time, Drizzle on the Wold railway station was almost 20 miles away and since I had vowed always to ride to and from run venues it would be a bone-jarring and tedious ride along the road on my trusty Dingbat Excelsior. My Barbour suit, regulation six sizes too large, was hanging on the peg in the hall. I slipped it on with ease, gathered up the folds of surplus material and tied a piece of garden twine around my waist. Next on were the World War Two ex-submariners wellies followed by my cherished Mk 8 goggles and finally the ever faithful Moby Dick corker helmet. It wasn't BSI approved because when it was made there was no such institute, but it was a good helmet none the less. Who needs the chin protection of a Bell Moto when you've got a beard as bushy as mine? Anyway, the Moby doubles as a potty when I get caught short on long runs.

Out to the nissen hut cum garage, just time to load up the tool bag (I find that a triangular framed rucksack is the only thing large enough to accommodate my three-man bivouac. A holdall is sometimes commissioned as well for the spare engine. This is tied on to the pillion seat with more garden twine). Two spare pistons, five valves and a good tin of grease. Sixty-three very heavy Whitworth spanners (none of which fit anything), a bag of nuts and bolts and . . . almost forgot, the last run I went on I got through three sets of Avon Speedmasters so this time I'm taking no chances.

I threw a leg over the 15 gallon elephant tank (no chance of running out of petrol), and kicked the little beauty over . . . and over, and over, and over, and over, and got off and bump started it. Firing every lamp post the trusty Dingbat carried me steadily towards Drizzle on the Wold. (I use the word steadily here to describe the speed of travel rather than the smoothness of the ride, the square section SM on the front did have a tendency to put the whole machine into a tank slapper at anything over 15 mph and 15 gallons of liquid sloshing around between your thighs is a bit of a handful.)

9.28 am and I pulled into the station car park. Around me were fellow trail riders unloading PEs, KDXs and ITs from trailers. Dressed in their nylon motocross trousers and Axo boots they looked a right bunch of nancy boys. I was just about to point this fact out to them when I realised that the sump plug had fallen out somewhere en route and the majority of my engine oil was now warming the soles of my WW2 submarine boots. Just as well I came prepared . . . make this bolt fit, oops a bit too big – never mind soon mend that crack in the casing with rapid Araldite, now top up the tank with this 25 gallon can of Mazola that I carry for just such an occasion, tickle the carb and kick, kick, kick, kick the wretched bastard into life. Hang on lads, wait for me . . . Oh well, I prefer train spotting to trail riding anyway.

Ron Smelly

TRAIL RIDERS FELLOWSHIP**LOCAL GROUP MEETINGS****Group and Group Rep.****Pie and Pint Night Venue****ANGLIA**

Bob Aley, 1 Aldersford Street,
Sible Hedingham, Nr. Halstead.

NONE

BOURNEMOUTH & POOLE

Keith Cockrell, 'The Bungalow',
Winterbourne Kingston, Near Bere
Regis, Dorset.

1st Tuesday – Dorset Soldier,
Corfe Mullen

BRISTOL

Ron Carter, 'Lynton', Westwood Road,
Ebley, Stroud, Glos.
Tel: Stonehouse 2707

2nd Mondays
Stanshaws Court Hotel,
Sundridge Park Road, Yate.

CAMBRIDGESHIRE

Hugh Mason, 3 The Green,
Haddenham, Ely, Cambs.

1st Monday of the month –
The Golden Ball, Boxworth, Cambs.

CHESHIRE

John Ward, 11 Fern Hill,
Mellor, Stockport SK6 5AN

1st Thursday – The Robin Hood,
Buxton Road, High Lane, Hazel Grove, Stockport.

CUMBRIA

Pete Deeley, Pine Rigg, Loughrigg,
Ambleside, Cumbria. Tel: Ambleside 3050

NONE

DERBYSHIRE & SOUTH YORKSHIRE

Ian Dunsire, 1 Lodge Drive, Harley,
Rotherham, S. Yorks.

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

EAST MIDLANDS

Graham Chinnery,
28 The Woodcroft, Diseworth,
Derbys.

2nd Thursday – Flying Horse,
Kegworth, Leics. (on A6).

EAST YORKSHIRE

Howard Wadsworth,
7 Hammond Road, Knottingley,
WF11 0HL.

2nd Tuesday – Kellingley Social Centre,
Knottingley.

ESSEX

Dave Andrews, 123 Burrow Road,
Chigwell, Essex.

Last Tuesday – Warley Sports Centre,
Holdnes Wood, Warley Gap, Brentwood, Essex.

EXMOOR

Ian Thompson,
17 St. Michaels Road,
Burnham on Sea, Somerset.

Last Monday of each month,
'The Stagecoachs' P.H.,
Taunton (Centre).

GLOUCESTERSHIRE

Neville King, 19 Cleeve View Road,
Cheltenham, Glos.

1st Monday – Raglan Arms, Conduit Street,
Gloucester.

HERTFORDSHIRE

Frank Diamond, 42 Aldridge Avenue,
Stanmore, Middlesex.

1st Wednesday, The Valiant Trooper,
Aldbury, Near Tring.

LANCASHIRE

Keith Westley, 6 Briars Lane, Lathom,
Ormskirk, Lancs.

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

LODDON VALE

John Holloway, 25 Pheasant Close,
Winnersh, Reading. 785995.

2nd Tuesday – The Lamb, Theale,
near Reading, Berks.

NORTH MIDLANDS

Bruce Roberts, Sonwell House,
Fountain Square, Youlegreave, Nr. Bakewell

3rd Tuesday – Jervis Arms, Onecote.
Near Leek, Staffs.

NORTHUMBERLAND

David Young, 9 Edwards Road,
Whitley Bay, Northumberland

NONE

NORTH WALES

Stan Whitaker, 15 Wedgewood
Heights, Holywell, Clywd.

1st Wednesday – The Fox & Grapes,
Hawarden, Clyd, (near Queensferry and Mold).

NORTH WEST LONDON

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

1st Wednesday, The Valiant Trooper,
Aldbury, Near Tring.

NORTH WORCESTER

John Stokes, 3 Jay Road,
Kingswinford.

Every Thursday 8.20 pm, Hill & Cakemore
Ex-Servicemen's Club,
Victoria Road, Blockheath, W. Midlands.

NORTH YORKSHIRE

T. Thornell, 38 Woodlands Grove,
Harrogate 888191.

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

SHROPSHIRE

Mike Dutton, Top Cottage, Eaton
Mascott, Cross Houses,
Shrewsbury.

Last Wednesday of month, except December)
Bell Inn, Cross Houses.

SOUTH EAST

Steve Neville, 115 Ifield Way,
Gravesend. 57061.

2nd Tuesday – The White Swan, Crayford.

SOUTHERN

Peter Wildsmith, 5 Meynell Close,
Eastleigh, Hants SO5 4DZ.

3rd Tuesday – Tabby Cat, Hiltlingbury Road,
Chandlers Ford, Eastleigh, Hants.

SUSSEX

John Penfold, 'Marriners',
Nyton Road, Aldingbourne,
Chichester.

Contact John (every other month
i.e. Feb, April, etc.
Hassocks Hotel, Hassocks.

TEESIDE

John Bloomfield, 31 Thames Avenue,
Thornaby, Cleveland.

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

THAMES VALLEY

Terry Jolley, 49 Herondale,
Addlestone, Surrey.

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

WEST ANGLIA

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.

WEST MIDLANDS

Albert Billington, 171 Valley Road,
Solihull, W. Midlands B92 9AY.
021-743 5801

1st and 3rd Wednesdays – King George V Memorial Hall,
Stratford Road, Hockley Heath, Solihull,
W. Midlands.

WEST YORKSHIRE

W John Netherwood, The Barn, Fulstone
New Mill, Huddersfield.
Tel: Holmfirth 5492.

1st and 3rd Mondays – Frizinghall Conservative Club,
Off Manningham Lane, Bradford.

WEST WILTSHIRE

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

First Tuesday in month,
Cross Guns, Avoncliff near Bradford on Avon, Wilts.