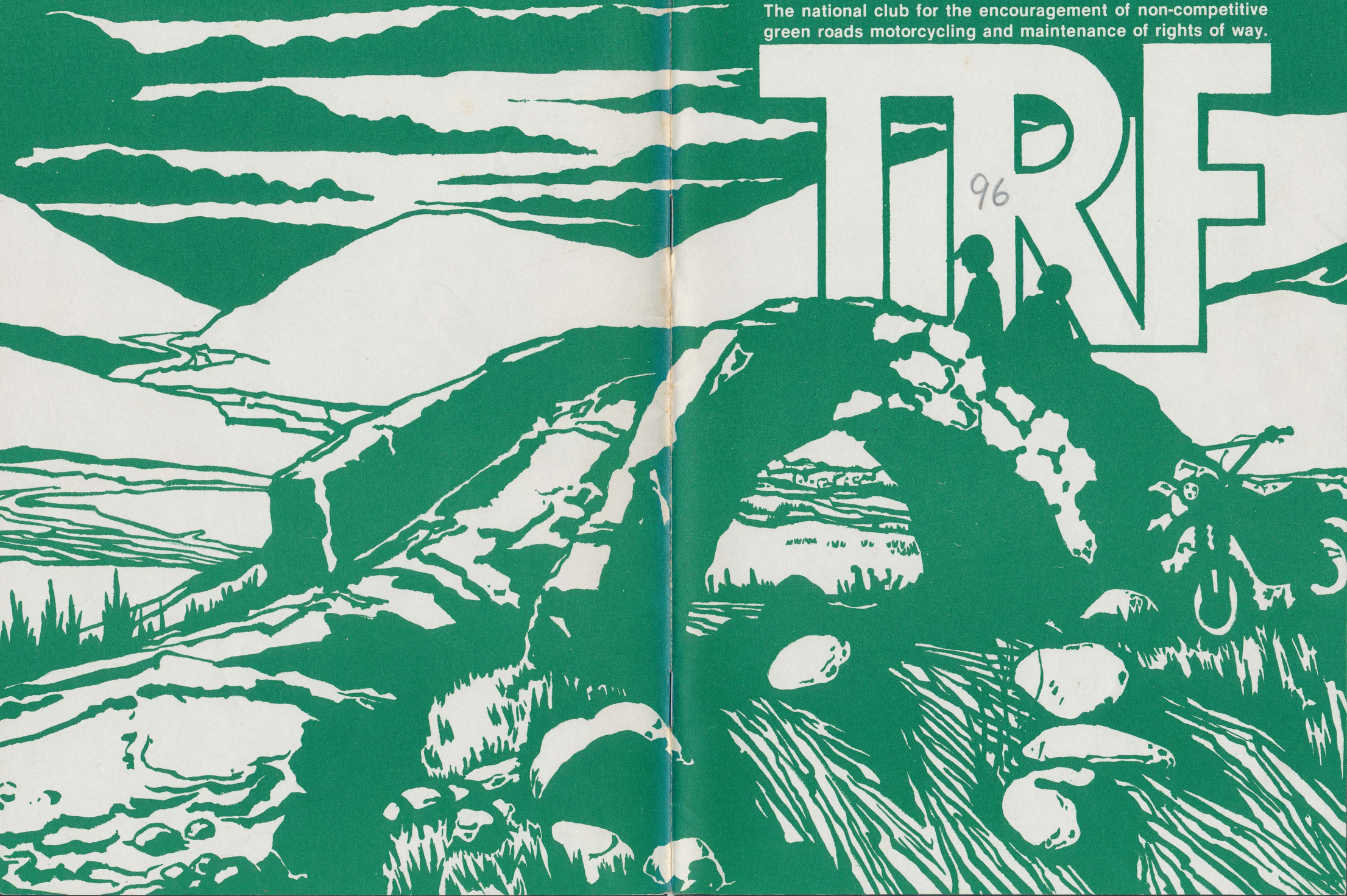


The national club for the encouragement of non-competitive green roads motorcycling and maintenance of rights of way.

# TRE

96



TRAIL RIDERS FELLOWSHIP  
BULLETIN No. 96 MAY/JUNE 1983

**DATES FOR YOUR DIARY**

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

5th June	SW Avon. Bristol Group. Contact Dave Giles, Almondsbury 614167
12th June	Northumbria. E Yorks Group. Contact Dave Burt, Hemsworth 612258
19th June	Farnham Railway Station Loddon Vale Group. Contact J Holloway, Reading 785995
24th/25th June	Thursday/Friday. Welsh 2 Day Enduro. Based Llandrindod Wells
26th June	Wales. East Yorks Group. Contact Don Burt, 0977 612258
2nd/3rd July	Shropshire Weekend with Bristol Group. Contact Ron Carter, Stonehouse 2707
10th July	East Yorkshire Group visit the Dales. Contact Don Burt.
16th/17th July	Exmoor Group camping in Wales. Contact J Tandy, Taunton 79439
17th July	Loddon Vale Group. Newbury Market Place, but may change. J Holloway.
17th July	Bristol Group. Beginners and 2-up Ride. Contact Rich Tallon (work) Chippenham 653315
24th July	East Yorks Group visit Wales. Contact Don Burt, 0977 612258
7th August	West Wilts Ride. Bristol Group. Contact Tim Salveson, Chippenham 651760

**ADVERTISEMENTS:** Members Only. £1 for four lines.

**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.

**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.

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**THE EDITOR'S BIT**

When you read this we should be in the middle of a beautiful summer, but life being what it is, and nothing is straight forward, the chances are that it will be raining and the bike will be off the road waiting for some spare part or other. Editing this magazine is no different to the rest of life, some things we win and some we lose. For the last issue we tried a keen new printer who delivered late, but we had some good adverts appear although the computer needed re-programming with the up-to-date addresses and that was also very late, but we had some really lively articles submitted although I didn't have sufficient Riders Reports to write up the Suzuki PE175. If life were straight forward and easy I suspect that most of us would die of boredom but it is nice to dream that one day we will have no more problems. My most obvious one is lack of contributions, and here most of you can help. Having got the magazine produced the other headache is getting it to all readers. Some of you have been missing some issues and where you have written or rung I have tried to make up the deficiency but there may be paid-up members who are not receiving a copy who have not let me know. Now I realise that if you are not receiving the Bulletin you will not read this, so can all group reps check that all members of their group are getting their own copy and if not please let me know. Just to make sure can they please ask to see a 1983 membership card so that we are not totally baffled by names that are not on our records.

I was arguing at work that the union should only negotiate wage and conditions for members and I was accused of wanting it all ways – freedom to ride my bike without compulsorily wearing a helmet but all workers to join a union. I had difficulty in persuading the person concerned that there was a choice, or should be. If you pay to join or wear a helmet then only you should benefit. The similarity to the Fellowship only struck me later. Here we are battling to keep green lanes open not only for paid up members to ride but for anyone, not only my next door neighbour but his grandchildren in the future. To take up that sort of battle one must be a far seeing and generous sort of person – but then we are. T.R.F. members are a special sort of people and we need not only to get this across to potential members but to officials and landowners. We are all individuals but we are looking to the future more than most and working for it.

JOHN R HIGGIN

**NEWS**

**The Berkshire Ridgeway**

An agreement has been reached between the Countryside Commission and the main motor vehicle user bodies that there will be a period of Voluntary Restraint of use on Sundays and Bank Holidays between the 1st May and the 31st October 1983. If this ancient highway is ridden then riders should keep to the agreed code that is as follows:

1. Keep vehicles well tuned and quiet.
2. Keep at reasonable speeds with a 25mph maximum.

3. Ride in small groups, not more than four.
4. Slow right down for people on foot, horseback or bicycles.

The Ridgeway is a public highway and all the normal Road Traffic Acts apply including wearing a crash helmet, being taxed, licensed and insured, being old enough to have a licence and if necessary having an MOT certificate.

In discussions about the restraint it has been pointed out that anyone who wishes can of course ride on a Saturday or weekday and I would recommend this if you wish to enjoy the scenic views in the sunshine of our summer (if any). It also has the advantage that more petrol stations are open at each end. There are vast numbers of warning notices up.

It would seem likely that at the end of this year a decision will be made either (a) management by voluntary means has been a success and there has been little conflict (or use) and should continue OR (b) the experiment has not been a success and a traffic ban or total Traffic Regulation Order should be applied for. In both cases we stand to lose the use of the Ridgeway on summer Sundays (legally) for the foreseeable future and I would like to ask members to let me and the Bulletin know their views. Always bearing in mind that even with a cast iron case, due to the vagaries of the English Legal System there is NO guarantee that we would or could win at a Public Inquiry, if we could even get one held. If we should have a change of government in the future all opinion that I have heard says that we would almost certainly be worse off (in this matter at least!).

We seem to be in a heads you win, tails I lose situation and any member who can put forward a clear logical course of action will be given space to air his views, but please keep it short.

JOHN R HIGGIN

## IRISH TRAIL RIDING

### 15th Annual South-Western Safari. Kenmare, Co. Kerry. September 5th-10th.

The Safari will consist of six days of non-competitive trail and/or cross country riding over many miles of challenging old green roads and tracks, and along unmarked mountain ridges in areas of great natural beauty in the West and South-West of Ireland.

A good trail, enduro or trials motorcycle is essential and all machines and riders must be "street legal" in the matter of licence, registration, insurance etc.

By popular demand there will be two Safaris this year. The hotels chosen as Headquarters in each case are first-class establishments in every way. Each has housed the Safari in the past and both offer excellent accommodation, food and service at a specially negotiated package rate which is very reasonable in these inflationary times.

If you intend to stay at one of the headquarters hotels write directly to the hotel. There is no entry fee for the Safari; riders who turn up will be asked to make a small contribution (IR£2.00) to Club funds to help defray the high costs of organisation – postage etc.

While the majority of riders and their friends will be staying at the hotels, participants are of course free to make their own arrangements as regards accommodation. There is a wide selection of B&Bs and camping/caravan sites in the Kenmare area.

For further information contact: Hon. Safari Chief, Mick MacEoin, 1 John Street, Limerick, Republic of Ireland or phone 061 46442.

## WHY DO WE HAVE A T.R.F.?

Is it a social club for like minded beer enthusiasts?

Is it to make motorcycle, tyre, chain and sprockets manufacturers rich?

Is it to protect our heritage of green roads for that spotty faced, pink haired, acupuncture, musically tasteless rabble for whom we hold the world in trust?

Is it to uphold the grin-and-bear-it tradition of frostbitten British manhood?

Is it to produce a magazine in which certain individuals can indulge their passion for spouting utter drivel?

YES, it is all of these things, but surely it is a club for people who want to go out and RIDE the green roads. So, that being established, where have all the weekend rides gone? I know that most groups go out regularly, sometimes quite far afield, but these now seem to be quiet "keep it in the family" affairs, never publicised in the bulletin. Picture yourself as a new member. You have a shiny new bike, new boots and a burning desire to ride, but you do not live near an active T.R.F. group. What do you do? You get disillusioned bloody quickly and take up rambling or tiddlywinks instead, because you joined the T.R.F. to ride.

If we are to hold new members for more than that first year we must have a few organised rides that other than active group members can enjoy. How many groups do we have? Over 30, at least on paper! If each group would organise just one run every other year, spaced out through the seasons, with accommodation set up and run leaders organised, then members could pre-book a fair way in advance and be assured of their years sport. Small groups could do small runs, large groups be more adventurous. Right, you say! We organise these affairs and no B. turns up, leaving us out of pocket and reluctant to do it again. OK, point taken, but what if we elect to the Exec. a "Volunteer" as "National Runs Coordinator"? This noble individual will contact the groups on an ongoing basis and collate and publicise the forthcoming runs well in advance. He will, and this is the great advantage, have a modest spending power to underwrite the setting-up costs of the runs from central funds. BGT and I are receiving many enquiries about membership, most of whom ask about organised events. What shall we tell them? Who will volunteer to do this job, at least until the AGM? The existing officials really do have their plates full, but I shall start the ball rolling with a "Northumbria Adventure Weekend" open to all. See the front cover for details.

A D Kind, 1 West Blackdene, Wearhead, Co. Durham.

## DATES FOR YOUR DIARY

Northumbria Adventure Weekend. Sat/Sun, June 18th/19th 1983. Novices and potterers very welcome, lanes not as hard as the Lakes or Dales but very worthwhile. Campsites or accommodation will be found for entrants if required. Quiet bikes only please. Two strokes tolerated if their owners buy the beer!

SAE to A D Kind, 1 West Blackdene, Wearhead, Co. Durham.

(XR200s permitted if I can play with them!)

Desperate for speedo drive for Kawasaki KL250 A1 (the first model, NOT leading axle forks) maybe the KE175 one is the same, does anyone know? A D Kind.  
Telephone 0388 537455.

## BOOK REVIEW

### Fast From The Gate

by Michael Hardcastle – Methuen Children's Books Ltd.

Lee Parnaby is quite calm and loves motor cycling. He is very fond of his green and silver motor cycle. (It is his prize possession.) It shows he's fond of his motor cycle because when he had it stolen, he alerted all the Police in the village to look for it. Lee even risked his life whilst regaining his stolen bike by going over the Army firing range when there was a mock skirmish on.

Daren Parnaby (Lee's brother) is very forceful and sly. There is a lot of competition between the two brothers on and off the scramble circuit. Daren (or Daz) is sly because in one race he pushed his brother off his bike. Daz is one year and one day older than Lee. The brothers share a room and at night Daz teased Lee about his stolen bike.

Joanne is Lee's cousin, and she's quite tough being a girl. To find out how she copes with her cousins just read on.

The author Micheal Hardcastle has described everything well. He has made this a very fast moving book that you can't put down. I guarantee it's a good book for boys.

TIM MARK

*As I wanted a children's view of the book I asked young Tim (aged 11) to review it for me, and he liked it too! JRH*

**Dirt Bike Maintenance by Bruce Thompson**, £2.50 including P&P from Trials and Motocross News, Victoria Street, Morecambe, Lancs.

Regular readers of TMXN will be familiar with the handlebar moustache of Bruce Thompson bristling across the advertisement for this book. I expected a "cheapo" product for £2.50; that's real low-buck in W. H. Smith's these days. Well, this one is value for money. Larger than A4 format, 96 pages of text including lots of relevant, clear black and white photographs. (I gave up counting at 40 after 19 pages.) Bruce has evidently been a GP class motocross rider and mechanic on the works Suzuki and Hiro teams so he should know his trade. The book is aimed mainly at owner/riders of modern two stroke motocross machines with occasional references to trials bikes. So, you ask, what is in it for we cultured green laners and our civilised four strokes! Well, it is rumoured in smokey public bars that some members of our order actually prefer two to four. Gasp of horror! Yes, they like to bang twice as often as decent folks. Must be those queer Dykes rings. Still, it's a free country and each to his own perversion. The chapters line up as you might expect, Buying a bike, Tools, Forks, Wheels, Frame, Electrics, Motor, Carburation etc., and I found something of value in each of them. Bruce even makes wheel building sound feasible for the amateur. Nowhere in this book will you read "Refer to your nearest accredited service agent". Competition bikes are designed with more regard to function/cost than our green laners which are, after all, cosmetic jobs on roadsters. We have less margin to rebuild, realign and tune; we must mostly replace, but following Bruce's maintenance schedules will surely prove cheap in the long run.

Some pointers from the book:

Twist an impact screwdriver in the direction you want the screw to go before you whack it: Much greater effect, less "chew".

For really rough going wire wheel spokes with a couple of turns of copper wire where they cross.

Use a turn or two of duct tape instead of a wheel rim tape. Much tougher and cheaper.

Widen the front mudguard with layers of duct tape to keep the gunge down in evil conditions. Now that should look really vile! I'm surprised that Mr Crone of Co. Durham hasn't cottoned onto this tip to make his disgusting DT look even more grotty. No excuse now Leo!

And what excuse for the Press Officer appearing on anything less than a finely honed, hyper-polished thoroughbred? Well maybe I just like riding round on a heap of rust held together with green garden wire and builders bolts. My good lady says I have a severe case of inverted slobbery.

A D KIND

## LOCAL GROUP NEWS

### West Yorkshire Group

On the 17th January, 1983 the West Yorkshire Group held their Annual General Meeting at Fryzingshall Conservative Club, Bradford.

The new elected officials were as follows:

Chairman	Jim Souter
Secretary	Charles King
Treasurer	Mike Kitson
R.O.W. Officer	Gordon Thackeray
Group Representative	John Netherwood

Since we have not contributed to the magazine, and to make up for this omission I have decided to give a potted account of our last 12 months.

Our first "away" week-end was held in March at Askrigg in the dales. About 25 riders attended over the two days, apart from the usual dales weather – yes, it rained! – I think everybody had an enjoyable two days riding.

May found us in the Lakes – many thanks to Pete Deeley and Co for showing us around.

During June, July and August we managed to hold single day runs in North Yorkshire, South Yorkshire and various (new to us) parts of the Dales.

For September – before the winter reduced our riding – found us in the Lakes again. During this visit, we surprised the B.L. publicity men carrying out photographic work with the B.L. Maestro.

Between October and December we again organised at least one run per month, but as the days drew shorter we tended to ride closer to home. January was the month of the A.G.M.

Our Dales week-end this year was in March at Horton-in-Ribblesdale. This year we wrote to various other groups and a number of riders from Manchester and other places over the border arrived. Apart from a misunderstanding concerning what bike riders are. The landlord thought we would be on pushbikes! Everybody had a good two days ride and even the weather stayed dry – well almost!

We are thinking of holding a similar weekend possibly in September – if any other groups are interested please write and let us know.

To end on a low note, during the Sunday of the above week-end two of our group met

up with three lads in Hawes from, we think Pendle. With open exhaust and wheelies down Hawes main street what would your reaction be, and they then asked if they could ride with us!

Please lads should you read this magazine, silence your machines, amend your riding manners, join the T.R.F. and we will ride with you with pleasure.

N.B. The West Yorkshire group meet every first and third Monday in the month at Fryzingshall Conservative Club, Bradford. Happy and safe riding in '83.

Charles King, 3 North Bridge, Halifax 67184.

### **East Yorkshire Group**

I say you chappies, meet the East Yorkshire Group where men are men and half the women as well!

First is our worthy runs leader, Don; steady as a rock, never exceeds 500 rpm, tackles owt, goes on and on, until the others run out of petrol (generally after dark).

Then there is Tony, our ageing delinquent, the Yosser Hughes of our group, breaks the occasional limb; really enjoys himself.

Louise has a burning desire to apply the front brake hard when going down steep grassy and slippery inclines but is very light to pick up.

Big H is a suave, debonair, superb and stylish rider (and the writer of this article) prone to smashing himself to the ground.

Pete is our farmer rider, knows all the country terms like "tup", "log", gimmer lamb, converses in strange language to Dales farmers – it doesn't help us a bit!

Duncan, the teeny terror rides an IT 175 – is a fully qualified head banger, falls off in similar style to Big H.

Ian is one of our most experienced riders, once managed 100 yards in a 50 mile enduro!

Dave rides his XR500 as it should be (cannot water ski though).

Graham is one of our two deep snow experts, never fails to get himself across, hopes to get the bike across also in near future!

Ray never fails to get bike across but not himself!

We have others but they are only learners, they ride unobtrusively, with great ability and finish the day as fresh as they started – they make me sick!

WILLY ECKERSLYKE.

### **Exmoor Group**

In February this year Ian Thompson relinquished control of the Group and became our Rights of Way Officer and National Membership Secretary. All thanks to Ian Thompson for his energy and organising talents in forming the group a year ago. His grasp and involvement in all aspects relating to trail riding make him a most valuable asset to the T.R.F. Ian has now handed over the running of the group to lesser mortals but fortunately we have not lost his talents completely (phew!).

Since the groups initial run, when a veritable horde of riders turned out, things have calmed down and our monthly organised rides generally attract between 10 and 20 intrepid mud pluggers. The monthly evenings at "The Stagecoach" in Taunton seem to have settled down to a hardcore of about a dozen enthusiasts who do all the work necessary to keep the group active, although we have many more on our lists.

We have many excellent rides in our own area over the year and a visit from the Loddon Vale Group in the dry, just before the weather broke. We also led the North Devon B.S.A. Owners Club into the muddiest and most waterlogged lanes that I can remember in my four years of green lane riding. Strange though, none of them were riding B.S.A.'s, there could be a moral in that! (Editor's note; there certainly is, they did not want to get their beautiful machines dirty – just their second bikes!) We almost lost our secretary in a puddle in what is normally a mildly rutted lane, when his KL250 became totally submerged and him under the bike – very funny, see photograph if printable (colour print may not come out, but will try – ED) of him on another occasion.

Thanks once again to Ian Thompson the group has its fingers in many pies on the Rights of Way front, being involved in the Quantock Hills Joint Advisory Committee and several of us are volunteer Quantock Wardens. Ian has also made inroads into the Exmoor National Park Committee and we are the most active members of S.O.M.R.O.W. a combination of all user groups in Somerset through which we are trying to apply pressure onto the County Council on Right of Way matters especially over Part 3 of the Wildlife and Countryside Act.

It has been a very busy first year all round and we still haven't ridden all the lanes in the County, particularly the East Somerset area, but we have plans for that soon.

With regard to the Bristol Dirt Bike Show, I believe that the T.R.F. should be represented – on a national level – perhaps through a local group, if willing, as I myself only discovered that the T.R.F. existed when I visited the show back in 1980. This year the show has the backing of Motor Cycle News so it should be a grand occasion.

Roy Scrafton, 11 Lansdowne Road, Taunton, Somerset TA2 7QB.

### **Loddon Vale Group at Brecon**

The weekend of April 16th and 17th saw what has now become the annual Loddon Vale Group pilgrimage to Brecon.

We left Reading at 8.30am on Friday the 15th with clear blue skies and warm weather and arrived at the Beacons Guest House in Brecon just after midday. On previous occasions we had stayed at "The Gremlin" but decided this time to stop at the Beacons for no other reason than the fact that they advertise in the Bulletin. At £6 a night for a very comfortable bed and substantial breakfast it was very good value for money. There is also a large barn-like building at the back for overnight bike storage. One minutes walk away is an enduro/motocross bike shop, so spares are to hand as well. If you are planning to go to Brecon I can recommend it – that must be worth a pint next time I go there!

We set off on Friday afternoon and covered 65 miles, riding Sarn Hellen both ways before returning to the guest house. To our horror we learned that the Curry Shop had closed (or been closed) so it was without Chicken Vindaloo that we set off on Saturday morning. On second thoughts even if it had been open we would have set off without the curry! By then all sixteen riders had arrived so we split into two groups, ably led by Ron Rickarby and Chris Thomas.

I set off with Ron's group made up of two big four stroke bikes, three small four stroke bikes and two PE175's and a Kawasaki KDX 175. We covered 75 miles with little riding on tarmac including Misty Mountain and the steep climb up by the side of the Motel on the A40. In fact we climbed it twice and I managed to clean it on both occasions. Later in the afternoon we rode "The Gap Road" and again it stayed warm and dry all day.

Sunday morning showed that it had rained overnight but as before we set off in sunny conditions. We climbed the steep hill at St. David's Without. Passing the rubbish tip on the left. Two part worn knobbies were retrieved and put to one side for future use! We then rode many of the lanes around Tal y Bont Reservoir and then on to Gwyn Fawr. The first part of the track up to the hairpin has become very eroded and deteriorated badly in the last twelve months. We got to the top and added a few more stones to the cairn and went on down the other side for about three miles only to turn round and come back down again. We then rode the Gap Road again, the wrong way round this time and finished the weekend coming down St. Davids.

Our thanks go to Ron and Chris for leading the two groups, to JC for giving us good weather and to the Welsh people who unlike some of their English counterparts make Trail Riders feel welcome in their own countryside. To those of you who haven't been to Brecon – go as soon as you can, it must be the finest trail riding in the country.

John Holloway, 25 Pheasant Close, Winnersh, Berks.

Editors Note: Traditional Trail Riding weather used to be RAIN, rain and more rain until John joined the group – how can he be so righteous?

### HONDA XL185 TRAIL – IMPRESSIONS

Forgive me if I say that the XL185 is the best trail bike on the market. That honour probably belongs to the Yamaha DT175MX for this is the most popular trail bike in the TRF with the Honda XR200 a close second.

The XR200 is a close cousin with three horses more at 19 and a useful 20 pounds less weight than the XL185. It's also in short supply, rather expensive and tuned for speed as an enduro bike.

Of course, most trail bikes are sold because a young lad thinks it looks better than his mates CB250N and fancies a bit of fun on the odd bomb site. Green lane riders are a seriously organised and dedicated lot aged between 25 and 55 and the TRF has very few teenage members. The modern trail bike is always a compromise twixt road and rough. The XL185 however with its slogging motor from 3000 revs is more off road than on. It performs better on the rough than the road and the handling and suspension are clearly designed for this purpose. But if you want a XL185 you will have to hurry because for 1983 Honda do not list them. At £750 they are pricey though better value than the XL250R at £995. There are plenty of second-hand XL185's about.

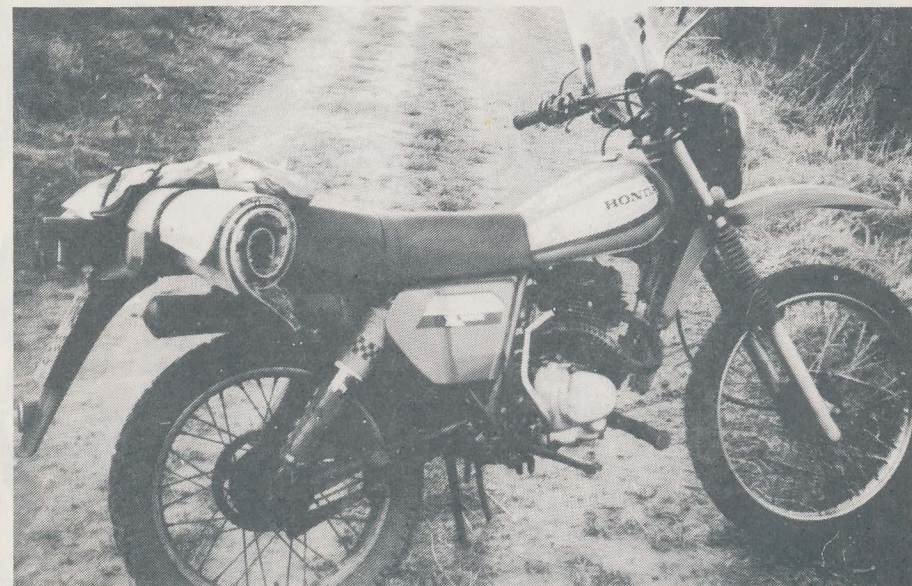
The XL185 is a single-cylinder OHC 180cc producing 16 bhp at 8000 rpm. At 237lb it is just 3lb more than the XL125 which has 3 bhp less. This is the secret of its success, good power-to-weight ratio compared with the underpowered and overweight XL250S. With ten inches ground clearance a sump guard is an unnecessary extra and I have taken it off. The 1950's trials BSA Gold Stars had SIX inches; real rock excavators. The front mudguard is a Preston Petty type plastic monstrosity, miles away from the front tyre and about two foot short at the other end. I have bolted on an extension to keep filth off the rider and engine. The front forks are superb with eight inches of movement with its off centre spindle. The rear units are the longest I have ever seen with seven inches of travel that means a hard time for the chain. Damping is just right for the rough but a bit stiff on cold mornings for the road. The rear units are damped by nitrogen gas as used on the moto-cross machines.

My bike is two years old, bought second-hand with just 3000 miles up; owned by a middle aged Mercedes foreman mechanic for summer only road use. He had never

gone over 50 or taken it on the rough and it was (I stress was) immaculate and I got it for a bargain £300 cash. Thanks to the new 125 law the market is swamped with bikes over 125 and now is the time to buy but not to sell. My MZ150 is unsaleable. First impression is that the road performance is poor with a struggle to get over 65 mph and a top whack of 70. However it will cruise all day at 60-65 which is not too bad. If you want better top speed and snappy acceleration then all the other trail bikes in the 175/185 class beat it, but the Honda is the only four-stroke in this class and its advantages of better fuel consumption and pulling power at low speed more than compensate.

The previous owner claimed 110 mpg at 50 mph though I find 75 mpg overall is more like it. You will be lucky to get 50 mpg from the two-strokes ridden hard and they won't last with all those holes in the cylinder barrel. The DT175 rarely gets beyond 10,000 without a rebore. The PE175 Suzuki while a hot potato costs you a gallon every 30 miles. Older readers will remember my Honda SL125, the first trail bike from Honda, that carried me nearly 30,000 miles over four years until it died a honourable death from cam bearing wear and transmission snatch.

Which brings me to the most annoying complaint about the XL185. Transmission snatch at low speed. The chain doth protest! This bike, like many others in the lightweight class cries out for a shock absorber in the rear hub a la CB250N and early Suzuki TS125 trail bikes. I suppose a chain tensioner will help but I am going to investigate if I can fit an MZ rear wheel or similar with a proper cush drive. Has anybody done this or can help me? Despite careful use the chain and both sprockets are worn out at 4000 miles. Another complaint is that tiny one-and-a-half gallon tank, only enough for 80 miles before the worry starts. Funnily enough these two moans are the same as I had on the SL125 back in 1973 – who learns from experience? The XL185 is vastly improved in other ways though, especially the handling and efficient damping. On



Brian Thompson's Honda XL185 complete with prayer mat, windscreen and forward foot rests. Note the washing up bottles over rear springs.

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 26BHP 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 CDI 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

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 CDI Ignition and auto-

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.

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

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MTX125RW



XL500R



XL125R



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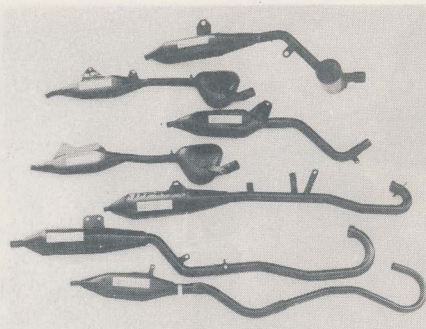
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NOW TAKE  
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## POWER PLUS SILENCERS



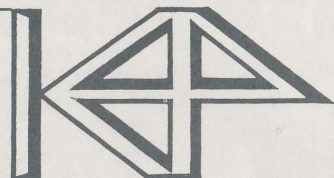
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a favourite lane it is possible to hold a much higher speed than the SL125 or on the Suzuki 185 trail, my previous trail bike.

Plastic side panels fit flush to the frame giving a very slim look and feel. Learning again from the past, I have wired up the off-side panel which has a habit of falling off on the rough. Another little mod is to cover up the exposed springs and damper rods on the rear suspension using old washing up liquid bottles for the lower part and cut down cyclists drinking flasks which are slightly larger on the upper. It may look messy but I don't mind.

With just a pint doing all the work, changing the pounds worth of Shell is essential at 1500 mile recommended intervals. I reckon this is too long and I am changing mine at 500 miles. Ron Carter from Gloucester who runs an XL185 and uses it hard, changes his oil at 300 mile intervals. I am using Shell 10/40 motor cycle oil. An oil change only takes five minutes and in view of the dodgy camshaft bearing (or lack of) due to the camshaft in the alloy head at HALF engine speed, it is still a daft design, frequent oil changes should ensure long life all round. We shall see.

It does vibrate somewhat, and I can see why the XL250S and the road bike RSA have crankshaft balancers. It vibrates between 4000 and 4500 and then smoothes out nicely. It feels lumpy at anything under 4000 but nothing that annoys. The paintwork is not brilliant and on the frame the red is peeling off. There is the usual nice tank but poor frame finish. Starting is less easy than with the old SL and lately it's begun to aggravate an old knee injury. With 9:1 compression ratio Honda have fitted a Heath Robinson valve lifter device operated automatically by a cam on the kick starter. I would much prefer a handlebar mounted lever but Honda don't want you to know that a 185 is not easy to start. Using the old big single technique (i.e. ease it over compression and give it a big kick) works, but not before it hits the footrest, another penalty for the fashion of rear-set rests.

There is of course the usual snag with a trail bike and that is the exhaust system in matt black instant rust finish. Nothing has changed there since the SL125. The XL185 system still needs painting once a week to avoid unsightly rust. There is a healthy replacement market and it is possible to buy a home produced system of £40; even a durable chrome job will cost no more than £50. (See Sammy Miller's advert.)

An original Honda exhaust system is £90 and I am told they don't sell many. The exhaust pipe is of double thickness and it will take many years for rust to destroy this part.

The silencer is a complex and heavy looking job. Far heavier than the silencer for the 1973-76 SL125 and indeed all the early trail bikes had sensible silencers and it's only since the US noise and emission regulations came in that trail bike exhaust systems have grown to ridiculous proportions.

If you want a trail bike with a sensible chrome exhaust, then Honda market the CL250S which is actually a semi-trail bike with an extra low bottom gear and electric start. This would be my choice if I could afford £946. Weighty at 288lb, but a very sensible and durable compromise.

The trail bike suffers from a lack of identity and I suspect because the XL185 is more popular as a serious trail bike, it has ironically sealed its own fate and caused it to be withdrawn. Despite drawbacks such as chain snatch, small tank and rusty exhaust system, there are many small but good points. Rubber sleeves protect clutch and front brake levers, plastic rear mudguard with steel support. The battery is a small one for the



sidelights and wipers only and can be dispensed with. Ignition is by energy transfer as are the headlights which vary with the engine speed but are satisfactory. Electronic ignition with no points means no maintenance for life. I like the speedo and revmeter in a neat plastic console with ignition, indicator and main beam lights in between. A trip speedo is a further refinement especially for a trail bike. It's a relaxing bike to ride with no need to keep the engine on the boil, though it will stay at 9500 rpm on the red line for as long as you wish without distress. So low is bottom gear that I normally use it on the road from second to fifth. It's a punchy motor with power from the moment the light clutch engages. If all the power is used it can overtake fast moving traffic but while the motor does not protest, the rider is at once aware that road performance is mediocre and not in the sports class. Standing quarter mile is 20 seconds, about the same as an MZ150. The XL185 has been designed for low down bottom end power which is exactly where you want it if slogging along a muddy green lane or struggling up Garbourn Pass in the Lake District. Under these conditions it will leave all the other faster on-the-road bikes in the 175 class.

But will it last? I think it will, apart from chains and sprockets which will need replacing every 3000 miles. I am glad it's not pro link (now all the fashion) and used on the XL125R. Imagine all those linkages after a winter's salty grit have done their worst. The drum brakes work well in the wet too. It has a funny little plastic tool box on the rear, secured with a rubber band – a gift for pilferers.

Maintenance is easy apart from almost daily chain lubrication. One hassle is to clean out the internal centrifugal oil filter on the end of the crankshaft. This takes about three hours of dismantling footrests, exhaust valve lifter and 15 little screws in order to get at the filter every 6000 miles. I bet many get overlooked. I did mine at 3000 but it was not necessary. I have moved the kickstart footrest to aid starting and fitted two forward rests partly because my arthritic knees demand to be stretched out and I deplore the modern rear-set footrest fashion.

For serious trail riders, you can easily remove the flexible mounted wipers and single mirror.

The Bridgestone Trail wing tyres with a new design of tread may be OK for the road, but serious green laners like Ron Carter have taken them off and fitted ordinary trials tyres. Despite massive clearance a muddy green lane run recently caused so much clogging that it brought the bike to a halt with massive amounts of mud sticking to the tyres.

They will have to go very soon though unworn at 4000 miles from new. Another odd thing is that bump starting the 185 is almost impossible. It choked up once and eventually after much sweat and strain I got it to turn over in fourth gear. It will not move at all in a lower gear. What never fails to impress me and importantly, farmers and landowners (and other, often biased, people) is the silence – both exhaust and mechanically. From six foot away, it cannot be heard and sometimes in traffic I wonder if it has stopped. When hot, tickover at 1500 revs is 100% reliable. Some trail bikes and most enduro bikes (but not the Honda XR200) are noisy and offensive and the Ramblers Association play on this and makes my job of making trail riding acceptable, even more difficult. I am saddened to see so many noisy bikes now used as trail bikes, whereas ten years ago the owners were content with quiet 125's. This trend is infectious and soon everyone has to get a PE175 Suzuki or KTM and the average speed on green lanes is increased and risk of causing annoyance more likely. Most of the enduro bikes look, sound and belong on a race track and in my opinion have no place as countryside-loving touring green lane bikes.

If all trail riders had bikes like the XL185 or DT175MX or their 125 stablemates, the future for trail riding would be more certain and I would have fewer complaints to handle. That off my chest, let me say that I have only done 1000 miles with the XL185 and the true test is still to come when the more difficult lanes in the Yorkshire Dales and the Lake District are tackled this summer. But so far I am very impressed because of its reliability, economy and immediate practical ability as a trail bike. It requires no modifications whatsoever and can be taken on the toughest green lanes. To sum up I am very pleased with my bargain and would recommend the Honda XL185S to anyone.

B G Thompson

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**Reward for information** leading to the purchase of additional wheels/hubs to fit DR400S. (GN400 rear fits – SP370 does not!) Total write off considered.

Tel. 0734 696783.

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## RIGHTS OF WAY NEWS

A guide book to "Rights of Way Law and Practice" including the latest legislation is now available and highly recommended from The Open Spaces Society, 25a Bell Street, Henley on Thames, Oxfordshire at a cost of £5 including postage.

## LAKE DISTRICT PUBLIC INQUIRIES.

At a recent meeting of the Action Group it was agreed that as the 15 public inquiries were now closed the group should be wound up and thanks be sent to all supporters. The appeal for funds in April 1982 had such a good response that over £800 was raised and total expenses reached £400. It was therefore decided to return the balance of the money to the donors at the rate of approximately 50%.

Ariel riding pensioner Alan Todd of Kendal was made an honorary member of the Westmorland Motorcycle Club in gratitude for efforts in getting vital help from veteran riders, farmers and Parish Councillors. I stayed with Frank Graham during the time of the inquiries and can really recommend Brendan Chase to stay at. Frank is a keen T.R.F. member.

## GREEN LANE RIDES IN DERBYSHIRE

A road bike ride will be held for B.M.F. members in Derbyshire on September 18th and a run open to members of the Vintage Club will be held on August 14th. Further details from me.

## RIGHTS OF WAY SEMINAR

A training course planned for September in Castleton will now be postponed until the spring of 1984 to give Local Authorities time to produce their timetables of action they intend to take over rights of way. It is too early to submit Byway claims under the 1981 Act and we now have to wait until Local Authorities say that they are ready. Surrey County Council have already said that this may be four years! You do not have to wait until the correct status applies to all rights of way before you use them, providing of course that you have evidence you can use them under common law you can use them 'as of right' (nec clam nec precario – in lawyers language). Full Common Law rights now apply thanks to the very good 1981 Act.

## BYWAYS & BRIDLEWAYS TRUST

A good response so far has been felt to the news that the Trusts financial position was a

little precarious due to a cut in their grant from the Countryside Commission, (the Ramblers Association get an increased grant). The Manchester 17 Club have given £50 and the Loddon Vale Group have given £60. The ACU, BMF and T.R.F. have been asked to make an increased contribution for 1983 and it is hoped that the T.R.F. will pay all the legal costs of the Compton v Somerset County Council case that went to High Court, fought jointly with the BBT and T.R.F. I once again urge all trail riders to join the BBT by sending £5 to them at 9 Queen Ann's Gate, London SW1.

#### DEVON LOSE 200 LANES

Half the 5000 miles of Green Lanes in England and Wales are Unclassified County Roads. Any threat to reduce them to footpath status is serious and this is what is threatened in Devon to get the County Council out of their legal obligations. Wood Lane, Christow, near Exeter was a pleasant country lane know to many Devon riders and used by the West of England Club for 50 years, but, the landowner unlawfully erected fences over the lane ten years ago and the County Council will not honour its obligations and get them removed. I gave them two months to get them removed before we consider legal action but they intend to do nothing. They say that all 200 County Roads are mere footpaths. We must not let them continue to believe this, because in some areas of the country such as Derbyshire and Yorkshire over 90% of the Green Roads are Unclassified County Maintainable Highways. I see no alternative to going to court to defend our rights. While the law may be confused we have some good precedents on our side. The Government decided that County Roads had full vehicular status last April in Cumbria and they have converted 200 County Roads into Byways. Well done Cumbria!

The Association of County Councils now accept that all County Roads have full vehicular status and the Ramblers Association did not challenge the Governments ruling in the Courts. However, in contrast, the Welsh Office say that they do not have vehicular status. The same law is given different interpretation by different departments of the same government. This could be bad news for Welsh, and West of England Trail Riders until we get a firm ruling in our favour — or course! A White Paper was promised soon.

To help this case I need user evidence from motorcyclists who have ridden Wood Lane, Christow. It is a lovely muddy lane and a good case.

We stood up to Somerset County Council in 1978 when they tried to close 95% of their lanes, 350, by swamping them with objections and in 1983 they are still open, so taking this precedent write now to Devon County Council, County Hall, Exeter and demand that Wood Lane, Unclassified Road No 1710, be re-opened as a vehicular right of way.

BRIAN G THOMPSON, 39 Warren Road, Thorne, Doncaster, S. Yorks. Tel: 0405 814388.

Russel Clark is forming a local Group for the Fylde Coast Area of Lancashire, who meet every Tuesday at "The Lions Sports Club", Lytham St. Annes. He can be contacted at 29 Douglas Avenue, Blackpool and his telephone number is Blackpool (0253) 33060.

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

£ .....

Send form and fee to:

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



## A PERSONAL IMPRESSION OF THE RIDGEWAY

Wham! My right foot went through and arc which finished somewhere near my ear. I stopped the bike sick with pain and looked back to see what had hit me. The only obvious thing was the Ridgeway Café on the A4, where we had started, still clearly in view. What a hell of a way to begin a long planned trip up the Ridgeway from East Kennett to Streatley at the Thames. The track was wide but deeply rutted and awash from recent rain, in trying to avoid the worst of it I had hit a rock concealed in the long grass with my foot.

It was the last Saturday in February and Dave Barnett and I had made an early start to go and look at this controversial RUPP before the voluntary ban started on 1st March. I recount this so that the reader can bear it in mind as he reads on. The Ridgeway is a mess! 70 or more feet wide in places it is grooved over all of this width with 18 inch ruts caused by tractor tyres. To complain of the damage by motorcycles is ludicrous! At times a tiny strip of grass up against the fence afforded the only way through and that judging from the markings had been shared by pedestrians, horses and bikes. Not that there were that many about, in the 40 mile trip lasting nearly five hours we saw four horsemen (all of whom waved and thanked us for cutting our engines) three walkers (two nodded, one glowered) and eight motorcyclists – a group from Dorset and further on two young lads and a guy on a Suzuki who stopped when we had our double puncture! The view at Uffington White Horse was grand but otherwise the distant vistas were lost in the grey of the day. Where the chalk was bare one needed enduro tyres to get any grip at all, in places it was even difficult to stand – which ensured average speeds of less than 10 miles per hour.

Perhaps in Summer it all looks different, then conceivably it attracts lots of people and there is a clash of interests, but for me as seen in February I would say, as both a keen walker and T.R.F. member that I would go elsewhere. But then my enforced hospital visit the next day showed two broken toes on the X-ray.

DAVE GILES

## THE EARLY DEVELOPMENT OF ROAD COMMUNICATIONS IN AND AROUND SHEFFIELD

For many centuries, Sheffield remained a remote inland community, virtually cut off from the main commercial centres of the country, its chief outlet being by road to Bawtry and from there by the navigable River Idle. Noted for its cutlery trade by Chaucer in 1287, it was not until the introduction of the "cementation" process for making blister steel, adopted in Sheffield from about 1700, and the subsequent development of high quality cast steel by the crucible process that Sheffield's reputation as a centre for steelmaking began to spread, bringing with it the beginning of large-scale industrial growth and the need for improved communications.

Until the beginning of turnpike construction, all road transport was by means of packhorse trains, or where possible by horse or ox-cart, although most of the routes into and out of Sheffield were notoriously difficult with steep gradients and poor surfaces. The roads constructed during the Roman occupation of the area were still in many cases the best, having a proper foundation and good drainage. The main Roman road from London to York, Ermine Street, became congested at the Humber ferry crossing after York became a roman headquarters in A.D.71, so a bypass loop was built. This left

Ermine Street a few miles north of Lincoln (Till Bridge Lane) and went by way of Bawtry to Doncaster, where a camp was built to guard the Don River crossing, then to Castleford, across to Tadcaster and York. Doncaster was connected by road with forts at Templeborough and Brough and to the spa town of Buxton. From Brough a road led to the fort at Glossop and then to Manchester. These forts were built mainly to monitor and contain the activities of the native Brigantes. A supply route, Rykniel Street, came from the South via Derby and Chesterfield and joined the road to Doncaster near Templeborough.

The route from Doncaster to Templeborough followed more or less the line of the present road, entering Rotherham by Doncaster Gate. Templeborough fort now lies beneath the steelworks, but from there the road is believed to have crossed the Don, passing beneath the Iron Age camp on Wincobank Hill, which the Romans may have taken over for their own use, through Grimsthorpe and down the valley. From there the route is uncertain, but the earlier Don River crossing was at Bridgehouses, Lady's Bridge being built later, this being next to Sheffield castle. The route can then be traced up Western Bank across the old Godfrey dam, up part of Crookes Road and directly up Lydgate Lane to Crosspool; from there to Sandygate and Lodge Moor, across the modern Redmires reservoirs and by where Stanage Pole now stands. The stone paving on this section of road most likely dates from the 17th century, it being a common practice by then, on the better packhorse routes, to lay these stone slabs, which measured about two feet across. Houndkirk Road, between Ringinglow and Fox-House, and the road up to Ringinglow were improved and built up as coaching roads at about the same time; and it is probable that these roads were the responsibility of the same landowner.

From Stanage Pole the Long Causeway, as it is called, took the only route between the rocks of Standage Edge and is believed then to have passed round the Bole Hill and directly down Bamford Clough to the River Derwent and to the confluence with the Noe at Shatton; then over the side of the hill to the fort at Brough. From Brough you could take Batham Gate over Bradwell Moor to Buxton, or turn north via Hope along the road that leads under Hope Brinks, past the medieval Hope Cross and into the Woodlands Valley; up Lady Clough to Doctor's Gate culvert and down the road over Coldharbour Moor to Glossop, which was much improved by Dr John Talbot, and illegitimate son of the Earl of Shrewsbury (Lord of Sheffield Manor), following his installation as vicar of Glossop in 1491. Over the crest of the hill, above the culvert there is a good length of paving evident, which is believed to be of Roman origin. The Romans classified their roads according to one of three grades: "via terrena", which was rammed earth; "via glareata", having a gravel or crushed limestone surface; and "via munita" which was paved with fitted stones. These roads were usually fourteen to sixteen feet wide, with a drainage ditch on each side. Since these were entirely new roads they were normally laid out in straight lines. But if this entailed numerous river crossings or the route passed through mountainous country, it would be modified to make construction easier. Where it was possible to take the road over higher ground away from the boggy and wooded valleys, where it also afforded a better look-out in case of attack, this would be done. The road from Brough to Glossop is a good example of this flexibility when compared, for instance, with Ermine Street which runs almost dead straight, due North through Lincoln, deviating only to avoid an ancient burial mound. The roads were always built under Roman supervision, though the workforce was generally comprised of local people.

continued in Bulletin No. 97

## TRAIL RIDERS FELLOWSHIP LOCAL GROUP MEETINGS

Group and Group Rep.	Pie and 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> Pete Deeley, Pine Rigg, Loughrigg, Ambleside, Cumbria. Tel: Ambleside 3050	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 0HL.	2nd Tuesday – Kellingley Social Centre, Knottingley.
<b>ESSEX</b> Dave Andrews, 123 Burrow Road, Chigwell, Essex.	Last Tuesday – Warley Sports Centre, Holdnes Wood, Warley Gap, Brentwood, Essex.
<b>EXMOOR</b> Roy Scrafton, 11 Langdowne Road, Taunton. Tel: 54386	Last Monday of each month, 'The Stagecoachs' P.H., Taunton (Centre).
<b>GLOUCESTERSHIRE</b> Neville King, 19 Cleeve View Road, Cheltenham, Glos.	1st Monday – Raglan Arms, Conduit Street, Gloucester.
<b>HERTFORDSHIRE</b> Paul Richardson, 16 Bronte Crescent, Hemel Hempstead, Herts Tel: Hemel Hempstead 41136	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, Clywd.	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 WORCESTER</b> John Stokes, 3 Jay Road, Kingswinford.	Every Thursday 8.20 pm, Hill & Cakemore Ex-Servicemen's Club, Victoria Road, Blockheath, W. Midlands.
<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, except December) Bell Inn, Cross Houses.
<b>SOUTH EAST</b> Steve Neville, 115 Ifield Way, Gravesend. 57061.	2nd Tuesday – The White Swan, Crayford.
<b>SOUTHERN</b> Peter Wildsmith, 5 Meynell Close, Eastleigh, Hants SO5 4DZ.	3rd Tuesday – Tabby's, Ringbury Road, Chandlers Ford, 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 Avenue, Thornaby, Cleveland.	1st Wednesday – The Station Hotel, Kirby, near Stokesley.
<b>THAMES VALLEY</b> Terry Jolley, 49 Herondale, Aldlestone, 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 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.
<b>WEST YORKSHIRE</b> W John Netherwood, The Barn, Fulstone New Mill, Huddersfield. Tel: Holmfirth 5492.	1st and 3rd Mondays – Frizinghall Conservative Club, Off Manningham Lane, Bradford.
<b>WEST WILTSHIRE</b> Bill Riley, 141 Bath Road, Braford on Avon. Tel: 3811.	First Tuesday in month, The Old Bear, Staverton, Near Trowbridge, Wilts.