

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

# TRE

97



**TRAIL RIDERS FELLOWSHIP  
BULLETIN No. 97 JULY/AUGUST 1983**

**DATES FOR YOUR DIARY**

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

7th August	Bristol Group, West Wilts Ride. Tim Salvesson, Chippenham 651760.
14th August	East Midlands Group, The Dukeries. Graham Chinnery, Derby 810059
21st August	Loddon Vale Group, Newbury Market Place. John Holloway, Reading 785995.
28th/29th August	East Yorkshire Group. Don Burt, Hemsworth 612258.
1st September	East Yorkshire Group, Derbyshire Ride. Don Burt.
11th September	Loddon Vale Group. John Holloway.
11th September	East Midlands Group, East Staffs Ride. Graham Chinnery.
17th September (Saturday)	Executive Committee Meeting 1.30. King George Vth Memorial Hall, Stratford Road, Hockley Heath, Solihull, West Midlands.
25th September	East Yorkshire Group, North Dales Ride. Don Burt.
29th/30th September	Lakes and Dales weekend. Allan Kind 0388 537455.
1st/2nd October	
16th October	Annual General Meeting Big K Social Club, Marine Villa Road, Knottingley.

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**ENJOY YOURSELF WHILE YOU CAN**

Summer has come at last and the trails are at last beginning to dry out. Meanwhile, back at the ranch, many people are planning for the future. Brian Thompson is steadily working away not only fighting off threats to rights of way, but planning to open even more lanes closed both by legislation and brambles (sometimes one as thorny as the other). Arch schemer Allan Kind is planning to get everyone participating in not only riding, and he has schemes (a) to get rides for those of you away from the bulk of organised rides, and (b) with the help of the Manpower Services Commission to find work for unemployed school leavers tracking down lost rights of way. I have plans to get some of you writing regularly for this epistle, because it only comes to you through the goodness of the two gentlemen named above who have contributed sufficient copy to fill the pages and now having had the weather to enjoy trail riding it is up to you to tell other riders about it. Tell us all and share your experiences, about the routes that you take, about the bikes that your ride and about the funny times when your friends or yourself got into to deep water of all kinds.

Many members follow the sporting side and on a recent visit to the "Welsh 2 Day Enduro" I was pleased to meet quite a few of you. I had my TRF sweatshirt on for easy recognition, why don't you try it, you meet the nicest people? Coming in October we have the the "World Cup" equivalent in motorcycling – The International Six Days Trial. There were prophets of doom and gloom about in Wales but since this event only seems to come to this country every 20 years, then don't miss a rare opportunity to see experts at our type of riding in action. Not only will you see them, but you will see the draw for a Trail Bike for which YOU will have bought tickets. These will be sent out with this issue, further details on another page. Plans are also well in hand for the National Members Conference in October. So don't forget, enjoy the summer, and tell us about it.

JOHN R HIGGIN

*Message for all Local Group Representatives:*

(1) Brian Thompson is trying to collate a list of all the Horse Events at which any local group gives support, please let him know.

(2) I am exploring the possibility of getting all the TRF sweatshirts and teeshirts made at one place, to a corporate design, but with your own local group name incorporated. It is silly to think that the present *ad hoc* arrangement means that we could need 31 screens made up for 31 local groups at £20 each, and each one only used for 20 shirts. My present plans tie up no money in stock but give each group an individuality. Can each group rep give me some idea of how many shirts he may require. The cost would be about £8 for a sweatshirt and £4 for a teeshirt, by 31st August?

John R Higgin, 11 Askew Drive, Spencers Wood, Reading RG7 1HG.

## GREEN ROAD RAFFLE

Fate and the great TRF labelling computer willing, you should have received a book of raffle tickets in with this bulletin. This is not a sneaky way of buying the Editor that XR350 he drools over, but a concerted effort to put a large slice of cash into TRF funds. First prize is a KE125 Kawasaki trials bike, PDI'd, delivered, "on the road", with consolation prizes of teeshirts and copies of "Dirt Bike Maintenance."

The main prize and the paperwork costs are being supplied by Kawasaki Motors and the consolation prizes by Trials and Motocross News. This means that the entire ticket receipts less any postage and licensing costs are all ours to use, but only tickets sold are worth anything to us. Please sell all you can. I hope that members will buy the enclosed book themselves and write to me (or 'phone) for as many more tickets as they think they can sell. Are you going to as individuals or groups to any motorcross, enduro or trails (or even road race!) events this summer? You are? then please spend some of the time flogging TRF tickets. We have some bright handbills for publicity or displaying in a friendly dealers showorm. The raffle will be drawn on the last day of the ISDE (Saturday October 8th) at the event control by the best "celebrity" we can find.

You might not really want a KE125, having a shed full of XR500s already, but you can always give it to the wife and remember that it is learner legal and thus attractive to everyday motorcyclists. *THE SUCCESS* or otherwise of this raffle *IS NOW UP TO YOU*. I cannot make you buy tickets yourself or sell them to others, but please remember this: We have been GIVEN about £1000 worth of prizes/costs and we could make enough to pay a full-time officers for six months or fight the next high court action. Isn't that worth making and effort for?

A D Kind (New 'phone number 0388 537455).

## NO DAY-RIDING LIGHTS IN FUTURE?

With the Election now past, the BMF hope that at least one major concession by the Government has not been in vain the decision by Parliamentary Under Secretary of State for Transport, Lynda Chalker, not to pursue the compulsory fitting of daytime running lamps.

In a little publicised DTp press release (No 158), Mrs Chalker in reply to a Parliamentary Question, said that even though the TRRL will continue to study conspicuity, she did not consider: "on the evidence at present available that the benefit of running lamps are sufficient to justify making their fitting compulsory, especially taking into account the representations I have received from the British Motorcyclists Federation and others."

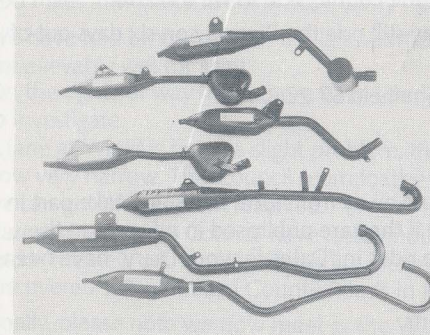
The BMF see this as not only a victory for common sense and reason but also official recognition in unequivocal terms that the BMFs representations are listened to and acted upon.

We in the TRF should be thankful for the efforts put in on our behalf in obscure legislation by the BMF, which although on the surface is a move for safety, would cause terrible complications with batteries, wiring, charging and other technical hazards, possibly causing fires from overheated wires and under petrol tanks, and many obscure electrical problems.

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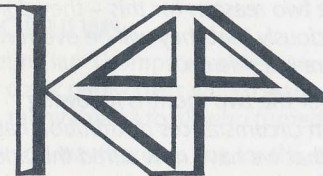
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## LETTER TO THE EDITOR

Dear Editor,

Regarding use of the Berkshire Ridgeway, "better be half the man than not be a man at all."

As you say, Mr Editor, we in the TRF are a generous and considerate group of people and it would be wrong for us merely to demand our rights without having the courtesy to appreciate that others also wish to enjoy the countryside in their own way.

I personally refrain from riding on a Sunday those local Derbyshire lanes which I know will be full of picknickers, kids, dogs and what have you, simply because I know we'll get in each others way and so be unable to enjoy the countryside as we'd like to.

So let the voluntary restraint continue. We may still ride the Ridgeway on six days out of seven, barring Bank Holidays.

John Blackburn, Flat 2, 72 Bannerdale Road, Sheffield S7 2DP.

Dear Editor,

Part of the enjoyment of trail riding is to venture away from local lanes and take part in other Group's rides and this can only be done if they are publicised in advance in the Bulletin. By the time I receive my copy half the rides in "Dates for your Diary" have been ridden, what do other members think?

Ken Leary, 12 St Francis Close, Potters Bar, Herts.

*Editors Reply – Thank you for your letter, even one of complaint! The answer falls into two parts. (1) the majority of groups keep their rides a secret, not only from the rest of the TRF but from local members as well. There are two reasons for this – they don't plan their rides in advance, and they believe, quite falaciously that they will be overrun with visiting members if they let anyone know that there is a ride on.*

*(2) The "Dates for your diary" section is planned for the two months following publication date of this Bulletin. Due to unforeseen circumstances distribution has recently been late (for the last two issues) I hope that we have now cured this and the rest of the year will be on time. Publication dates for the rest of the year are 1st August, 1st October, 1st December and the last date for copy, if we are to keep these dates is the 1st of the month previous ie 1st September is the next last date for publication in the October issue.*

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## SOUTHERN GROUP REPORT

We have had some enthusiastic new members join us in the last year or so and regular fortnightly runs being the norm, usually led by Alan Watts.

I took about ten riders for a Ridgeway run in April. With varying degrees of experience the group got well strung out, a good thing under the circumstances with the odd walker about (some of them very *odd*) although there weren't too many except for a group of them at the start at Streatly, one old dear with her knickers in a twist approached Brian Boden saying, hadn't we seen the notices, and we shouldn't be there. It was pointed out that she had got her dates mixed up. Met John Higgin and friend resting along the route and a friendly old chap monitoring on behalf of the Countryside Commission, we had a chat and he praised our behaviour along the way, he obviously couldn't see my knuckle

dusters under my gloves and my anti-rambler spray! A couple of youngsters from Slough tagged along behind, plimsolls and no gear. One of our group had a puncture, sorry can't remember you name, anyway he used to work in one of those tyre sales places, we helped fix his flatty for him, my pump, Brians repair outfit, Frank Pages tyre levers. Oh! he did spread the glue around with his finger and pump a bit – only joking friend.

I enjoy the Ridgeway, it's a bit undemanding although it does get more physical towards Alton Priors.

Off the Ridgeway now and heading towards Everleigh and most of the party depart, some for Portsmouth leaving just Frank and myself to scoot along the Marlborough Road across the Plain and green lanes down towards Romsey in real 'ampshire'. I did 190 miles and I hate to think how many miles the lads from Portsmouth did.

We have had other runs but the last shortie around Bentworth and Bradley was unbelievably wet for May.

On the rights of way front, there have been the usual blockages to report and diversion to investigate.

A lane at Wield is being a slight problem, the barbed wire fence have been moved and now very narrow. The Council seem loathe to do anything about it but we are confident we can get the problem resolved.

Hampshire County Council have just announced they are to review the Definitive Map under the new act, could prove quite interesting.

Discovered some unused County Roads in Hampshire, 'real crackers' some of them.

Finally, please note we now meet at the Woodman Inn, Lower Upham on the A333 near Bishops Waltham.

P. WILDSMITH

## EXMOOR NEWS

On meeting Ian Thompson at the venue for the south coast run, I was handed a £5 note, to cover petrol costs while clearing Will Lane. A generous donation by a local horse rider, so many thanks to all who turned up and helped to clear.

For once the weather was fine for the start, quite a change eh!

The first lane encountered was Pitminster, a fine lane to start the day. We had great fun trying to ride the lane especially as there were quite a few fallen trees and muddy ascents to navigate.

Mud, sweat and gears was the order of the day, all the lanes were in excellent trail riding condition, slippery mud laced with a few dried ruts and branches just to make sure that nobody kept clean. One lane that will stick in my mind is the lane in which we had to bodily squeeze our bikes through a very small gap in a fallen tree.

We stopped at Sidmouth for an ice cream and to check over our bikes, but after five minutes sunbathing it was back to the trails.

The afternoons ride encountered water in all shapes and forms, coming to one expanse of water, our illustrious leader took his XT for a paddle, then for a swim, yes the river was tank depth. After unsubmerging the Yamaha submersible and getting the spark back into Ian's day we opted to ride over the footbridge, sounds easy doesn't it, you try humping 250lb plus around a very sharp tricky bend, it brings water to your eyes to say the least...

The following afternoons trails were ridden without any trouble so Ian thoughtfully threw in just one overgrown lane, just to make us feel that we had achieved something.

All I can say of that last lane was "thanks Ian." It certainly helped the two new riders we had with us appreciate the importance of goggles, substantial gloves and clothing and also to carry a record of your blood group on you ...

J Tandy, 94 Bridgwater Road, Bathpool, Taunton. Taunton 79439.

## SHROPSHIRE GROUP NEWS

The wettest spring on record, has meant some muddy rides. Phil Evans organised one recently from Bishops Castle, on one of those persisting down sort of Sundays, when only he and Lynton Powell turned out, to be soaked and liberally coated in mud.

It's not all been that way though, Owen Booker's North Shropshire ride was a success. Our North Shropshire members have done a good job finding new lanes, they never fail to add a lane or two, to our map at group meetings.

The group's first ride in the Brecon Beacons was enjoyed by everyone, in spite of minor mishaps, Linda Dean going through a hedge, on the tarmac too, ending upside down, hanging over a bed of nettles! Thanks from myself with our slow group, for help from the Bristol Group that we kept coming across that day. We had two guests from Harry Ball's West Midlands Group, so it was a real TRF day, we may have even out numbered the pony trekkers!

Harry has not been to well lately, he was taken ill the day he was going to attend a County Landowners Association meeting on ROW on the Clee Hills. Landowner Lord Boyne wishes to rearrange ROW. Fortunately our chairman Paul Kingston was able to attend for half the day.

Paul also organised a trail bike trial in April which to his embarrassment he won – but great fun was had by all. The same weekend we had a TRF stand at Shrewsbury Motor Cycle Show, which was a good public relations exercise by the amount of photocopied material we handed out.

I'm not, to date, getting much feed back over Mid Wales, so I was very pleased to receive a copy of the County Road map for Radnorshire from TRF member Jeremy Atkinson of 44 Duke Street, Kingston, Herefords who lives right on the border. There are a few trail riders in his area who are TRF members, but I think he would be willing to keep this area ticking over on ROW matters, he has already done a lot of research and checking with farmers and county officials.

I met Jeremy for the first time on our May ride from Hay-on-Wye, and as I have mentioned before, we met West Midland and Bristol Group members, all in the same area on the same day – truly a heartening day from the "Fellowship" angle. This is what we need more of, to bring more groups into contact with each other, exchange rides etc, I'm sure this is the way ahead for the TRF.

Mike Dutton, Shropshire Group Representative, Top Cottage, Eaton Mascott, Cross Houses, Nr. Shrewsbury (074375) 317.

## NOTES FROM THE SOUTH EAST

Having owned a very unreliable Kawasaki KE125 trail bike and become rather sick of its poor handling and performance I part exchanged it for a new Yamaha IT175H enduro bike in February 1981. This cost me exactly £1000 from Dave Taylor Motorcycles in Swanscombe.

My initial impressions of it were good. The whole machine was well thought out with a comprehensive specification: 36mm forks; alloy box section swinging arm; compact 25 bhp motor; 10in of suspension at each end; tool bag and fully road legal. To anyone who has ridden a REAL enduro bike the thing one most notices is how good the suspension is. I found that the more enthusiastically one rode, the better the bike performed, whereas a trailbike would have "deleted" its rider. Even having owned it now for two years I cannot criticise its handling.

Although the motor does not have masses of low end power it has enough grunt to obviate the need for the six speed shuffle which helps keep noise levels low when horses and walkers are near. Noise? Well it is not as quiet as most trail bikes but does not emit anything like the awful "bee in a coke can" din of the bikes that haunt our estate.

The main criticism I have of this bike is the appalling fuel economy. My first run with the TRF resulted in 33 mpg! This has been improved with the addition of Boyesen Reed Valves and if ridden gently 40 mpg can be achieved.

I have used it in a couple of enduros and managed the runner up spot in the beginners class once, but unfortunately we don't have many events in the south east.

I noted that in a previous Bulletin, Ian Thompson expressed his dislike of enduro bikes for trail riding. Most of us like to use the most suitable machinery available and as I have, in the past used a Suzuki T500M for off road use the thought of riding down some of the lanes in the south east on a 420lb bike makes me feel queasy.

The headlamp illumination is adequate and better than some roadbikes I have ridden although the stoplamp does not cope too well if the lights are on.

Would I recommend one for trail riding? Before committing oneself it is important to realise all the shortcomings and that it is of limited use on the road, but if you have outgrown your trailbike and are pretty keen on offroad riding then the number of thrills per mile obtained can be worthwhile. If you wish to compromise some power and weight a four stroke enduro bike is worth considering (such as the XR200 or KLX250) as these are much better on fuel.

Steve Neville, 115 Ifield Way, Gravesend.

## 1983 INTERNATIONAL SIX DAYS ENDURO

The biggest off-road motorcycle event of the year, the ISDE, will be held on the British mainland for the first time in 22 years from October 3rd-8th.

This annual all-round test of man and machine, testing riding skills and mechanical abilities, is expected to attract over 400 competitors representing more than 20 nations to Builth Wells, Wales this autumn.

The 1983 event is being organised by the Auto-Cycle Union (ACU) and Clerk of the Course Arthur Bates has devised a tough and fast 1200 mile route taking in much Forestry Commission and MoD land in the Powys and Dyfed districts. The course includes forest trails, mountain tracks, grass covered hilltops and several stream crossings. The ISDE will start each day from the Royal Welsh Showground at Llanellwedd, Builth Wells with the Grand Opening Ceremony taking place on 2nd October.

BOOK NOW! There has already been tremendous interest in the event and accommodation in the Builth Wells area is filling up quickly. Anyone interested should apply for an official booking from to:

ISDE Booking Centre, Information Centre, Llandrindod Wells, Powys. Telephone: (0957) 2600. Don't delay – write today!

## RIGHTS OF WAY NEWS

### Devon

The blocked Wood Lane case is well on the way to being resolved in our favour. The trail riders, ramblers and horse riders have joined forces in giving financial backing to the Byways and Bridleways Trust who then commenced legal action. Following a meeting in Exeter (in response to BBT's action) between lawyers for the Trust and the Council, the Council have now agreed to make Wood Lane into a *Byway* instead of a footpath which was their original decision despite Wood Lane being a County Road.

The Trust have given the Council six weeks to make a Byway order under the 1981 Act or face court proceedings. Clearly the united approach of the trail riders, Ramblers Association and British Horse Society plus the Trust has forced Devon to give up their plans to convert Wood Lane into a footpath. Good news then and our gratitude to Devon RA for a most welcome show of tolerance by their support for the trail riders in opening up a vehicular way. The only snag now is that the Byway Order may well be objected to by the landowners but with Council and National Park in support of all the user bodies this should not cause much trouble.

### County Roads

The Government have now issued a reply to our request (via Spicer Committee) to clear up the confusion about the status of County Roads. The Department of Environment have said that all county roads are presumed to be carriageways and anyone who says they are not must have very good evidence to prove it.

This letter is very welcome and goes a long way to clearing up the doubt. But Devon County Council, the Welsh Office and most of Wales believes that county roads do not have vehicular rights. A serious move because roughly half the 5000 miles of green lanes in England and Wales are county roads. We shall now try to persuade them to change their minds. The Association of County Councils also say they have no doubts at all about the status of carriageways. A copy of the DoE's letter is available from me.

### Green Lane Surveys

The Manpower Services Commission are financing groups of unemployed on rights of way surveys. In Durham Allan Kind is in charge of 25 people for three years engaged on this invaluable work. There are also green lane surveys under way in Devon and Cornwall by MSC schemes. It is up to us to organise such a scheme and get MSC backing. The MSC head office is at St Marys Gate, Sheffield.

No doubt the RA and other bodies will soon get wind of this sort of public involvement and we want to make sure we play a full part in this.

New trail rider Ron Nelson of Sheffield phoned me the other night in great distress after getting a summons from Derbyshire Police for riding his Suzuki on Stanage Moors 20 yards from the old road on the Yorkshire border.

Not being a TRF member, Ron wanted to join and get our support for a not guilty plea in court. It emerged that Ron had indeed ridden on the moors for a bit of fun. I explained that the TRF could not help anyone who even unintentionally had clearly broken the law, and advised him that a not guilty plea would very likely cost him about £250 in costs compared with perhaps a £15 fine by pleading guilty.

Ron Nelson though a responsible caring rider did not know that he was doing anything wrong.

He was apprehended by a Peak Park Warden who saw him ride off the Byway, and I warn riders in the Peak Park and other national parks to be very careful how and where they ride. The TRF will *not* help you if you have broken the law (Section 36 Road Traffic Act 1972) by riding on open moorland or any open land not a highway. You must obtain the landowners permission first.

The TRF *will* help members who get a summons for riding a footpath or bridleway green lane that has vehicular rights, and we have indeed successfully defended riders in court on charges brought by the Police and National Parks. But again, Section 36 makes it an offence to do so, and care is needed. The mistake that Ron Nelson made was choosing Stanage Moors, for this is an area well known to the Peak Park for abuse by motorcyclists and a few months ago they grabbed half a dozen riders on unlicensed bikes that had arrived on the back of a lorry.

A Land-Rover club also got into trouble in the middle of the moor and the Peak Park charged one owner £200 for winching his vehicle out of a bog and then slapped a summons on him. An expensive afternoons sport!

It is hard to believe that like Ron Nelson they were ignorant of the law. The big worry now is will Derbyshire County Council close Stanage Road to vehicles which will deny this enjoyable five mile romp to the many careful law abiding trail riders who manage to keep to the track which it must be said is very well defined all the way. In 1975 the best old road in Derbyshire, Jacobs Ladder between Edale and Hayfield was closed for good, after several cases of riders riding on adjacent moorland.

Sometimes we are our own worst enemy. And finally, if the Council do decide to close by traffic order there is nothing that we can do about it because the law does not allow a fair democratic hearing of our objections. An added incentive therefore to be very careful.

Brian Thompson, 39 Warren Road, Thorne, Doncaster. (0405) 814388.

### HONDA MTX125RW – A BRIEF IMPRESSION

A recent visitor to my village arrived on one of the new generation of learner legal 125s, the liquid cooled two stroke Honda MT125, immaculate in red frame, black motor and white guards/tank. Having an aversion to clean trail bikes I "offered" to let him try my battered Kawasaki "To see what a real motorbike's like, son" while generously accepting his proposition that I should pass judgement on his pride and joy. His learner status meant that the action would have to take place on my neighbouring farmers fell pasture, but that gives a good selection of deep mossy bog, drainage ditches and hard, open going.

Static impressions first. It looks a real hi-tech beauty, tall and narrow, with humpy tank flowing down into radiator shields in the latest moto-cross fashion. These shields are not dummies, even if the man who thought them up is. You have never seen anything so complicated looking as this motor and its ancillaries. I daresay that all the apparent complication is a cosmetic exercise aimed at impressing the lads down at the Wimpy but, by God, it frightens me. There are at least eight different fluid hoses spaghetti-ing their way around motor, tank and rad, a big convoluted expansion chamber just in front of the crankcases and the aforementioned radiator and header system spoiling for a fight with the harder bits of Gatesgarth. Forks are air assisted (not coupled), brakes and linkages typical Honda (ie jolly good) and the back end is the now obligatory Pro-Link

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 peaker 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 pulkka enduro bikes more than ever this year, so the MTX200 and 125 resemble our works motocrossers.

#### MTX200RW

Perfect for those who prefer the peaker 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

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-

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 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.

The backup service is the outstandingly comprehensive Hondacare scheme, and the accessory and clothing range comes in the form of the Hondastyle range of goods.

For literature and prices phone the **Honda Hotline** on 01-409 3189.

MTX125RW



XL500R

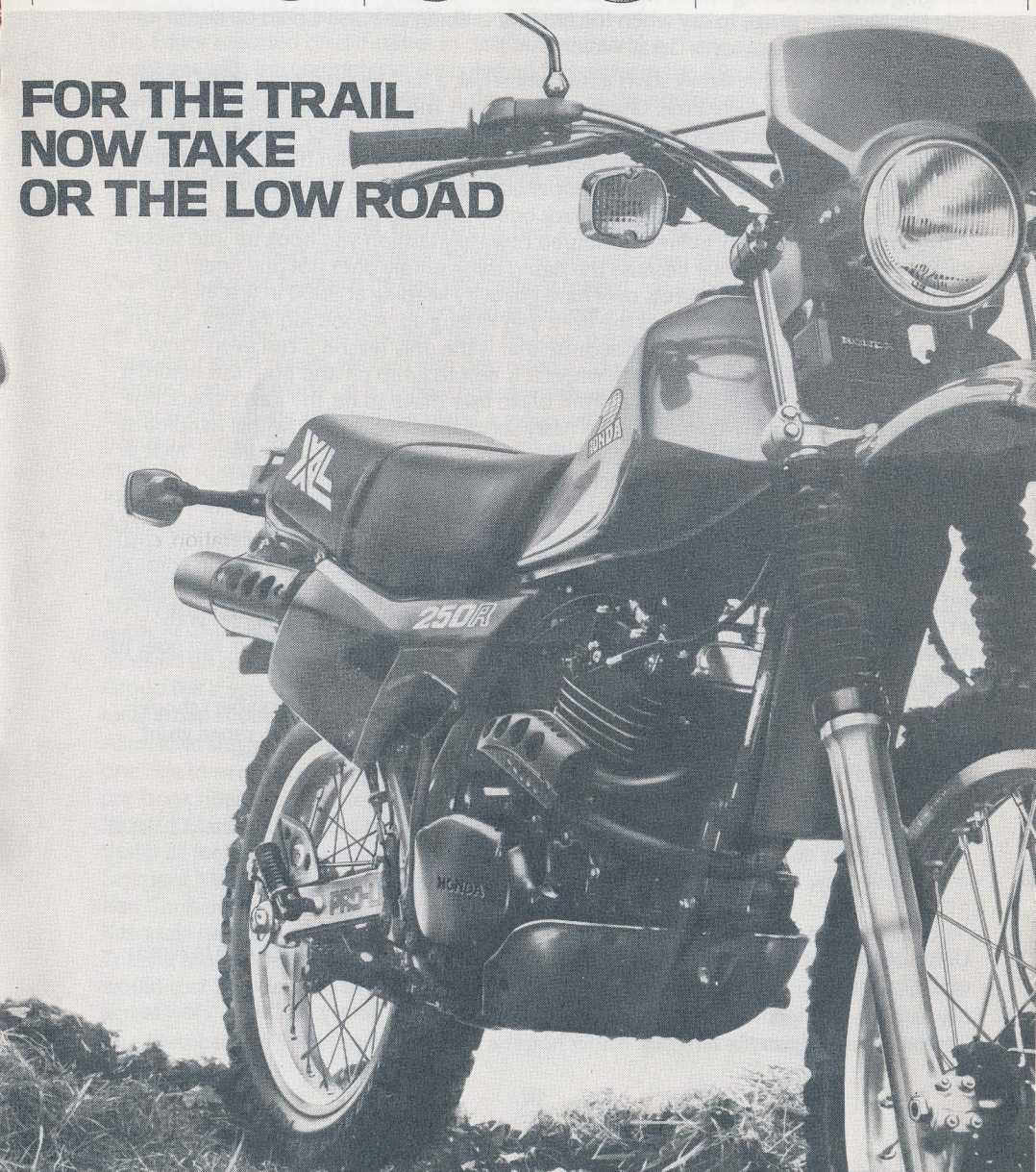
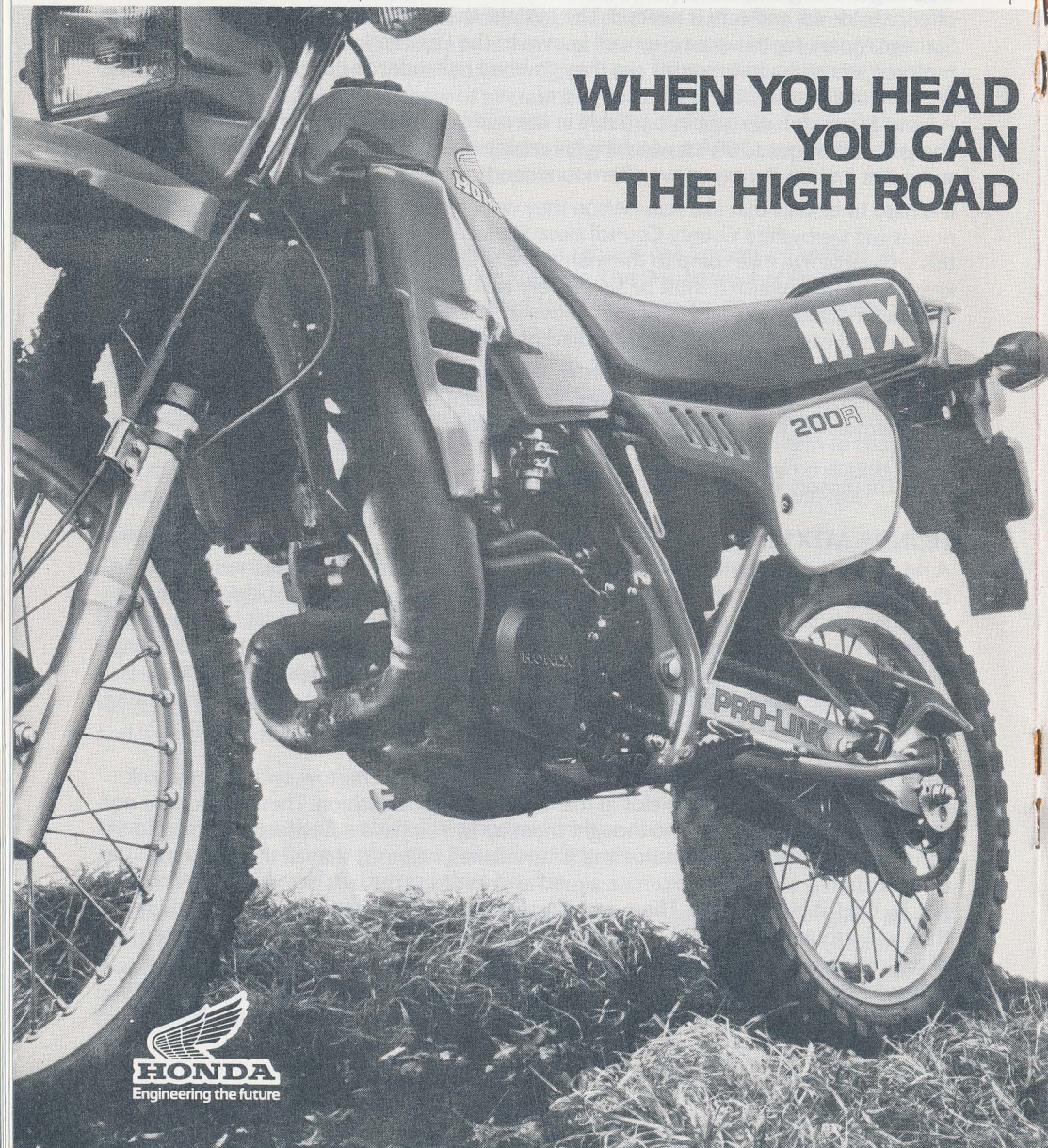


XL125R



**WHEN YOU HEAD  
YOU CAN  
THE HIGH ROAD**

**FOR THE TRAIL  
NOW TAKE  
OR THE LOW ROAD**



although, I think, of a lesser specification/travel than that used on the XR200. Fuel tank is the modern short, high moto-cross style with the seat carried right up the back in current, anti-castrati fashion. Front mudguard is very wide, but too short and the rubber flap burns on the exhaust. A very non-Honda mistake! The indicators are so flexible that they could be left in places with a reasonable chance of longterm survival, but the mirrors would have to go straight away if you want to retain a full set of pearlies. Both foot pedals have neat folding tips and the incredibly light hand controls have very nice alloy blades. Rear chain follows the usual daft routing that will see it clapped in a few hundred hard miles and it is already equipped with three slipper blocks to stop the swinging arm from being eaten. There is a small rev counter in the console and a dinky little temperature gauge to say when the radiator is about to burst. Could be useful for brewing the tea halfway over Great Wold.

Onto the dynamics. It certainly starts easily when hot, a half-hearted prod with the old size 10 being enough every time. Gears are one down and five up, but neutral is, on this example at least, almost impossible to select with the motor running. How does it go? Well, below 6000 it doesn't. It just burbles along like a sick MZ with the choke jammed on. Once the dial passes the six things happened in about half-a-millisecond. The front wheel decides it wants to be where the back one is and tries to follow the shortest route, ie over the riders head. So, in time-honoured cowardly fashion you hook up into second. Back we go to the chug-chug because the damn thing simply does not pull under six grand. You can make fair progress over hard going by keeping at 8000 in first all the time but every hump or bump has the front end kicking up. A good job it's light. Not for picking it up every five minutes, but because that is the only reason it can every cross marshy going; once you bog the back wheel it is best to jump off and push out before it sinks without trace. Being an habitual front brake user (have to be, the Kawa's back one only works for the first two miles) I got a nasty shock on grabbing a downhill handfull. It doesn't skid straight either! What is good about this juvenile wonder bike then? Well, in all honesty it is not as bad as I have perhaps painted it. The super forks and back end to an extent make up for the motor's total lack of flexibility, especially on hard "easy" roads.

It is really a road bike, this one, and that is where it performs. Snappy acceleration, crisp controls, sure braking, all let down only by a decided tendency to understeer on corners. It is very quiet, even when flogging along, and never smokes (except when the wet peat is drying into a hard cake over all those hi-tech hoses). My real hate is the rear grab handle cum carrier that smacks you right up the backside every other bump. Just goes to show that computers don't ride the motorbikes they design.

If this chassis is so good as to make a real duffer of a motor almost acceptable I should like to try the MTX200RW version with a claimed 26 bhp and lots of low range grunt. Should be fun!

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

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Unfortunately the Keep Fit will have to be suspended until further notice due to illness of the instructor.

My wife keeps forgetting to take her latest book back to the library, its called "How to improve your memory".

## EXECUTIVE COMMITTEE MEETING – 21st May, 1983

The notes of the previous meeting as reported in the Bulletin were approved as a correct record when the meeting started at 1.30. Bruce Roberts as Secretary reported that 75 new members had resulted from articles appearing in the press. He asked for notice of any officials who would be standing down at the next AGM so that volunteers could be found. He said that he would be standing down as he had little time left.

Richard Marshall reported a healthy balance in the bank at the start of the year with relatively few outgoings and most subscriptions collected. The ACU/BMF Countryside Committee had agreed to pay half the cost for "The London Gazette" where notices of closure orders under the Highways Act were advertised.

The Editor reported on difficulties in distribution due to a change in printer and problems with the computer in changing addresses from the 1982 list to the 1983 list. Bruce Roberts volunteered to write a description of the equipment needed if we were to purchase it to appear in the Bulletin. It was asked if there was any reason that the renewal reminder Bulletin should be sent in February, when the year ended in December and it was agreed to send the last reminder with the December Bulletin in future.

The Press Officer, Allan Kind, said that he had a new telephone number 0388-537455 and would members change their records. He also reported some abusive letters in the Wiltshire Gazette to which he had successfully replied. He suggested that letters to the editors of weekly motorcylce papers asking for more trail news would not come amiss. He had taken the "action reporter" from his local paper out on a trail ride and was hoping for good results. He had also organised a ride in a motorcross sidecar for this reporter. He had made up a display board which was available for any group to borrow for local exhibitions and had discussed a video with the B+BT and volunteers may be needed to "star" in it. Names by phone to his number, given above. A grant may be available from the Countryside Commission but this would not meet all the cost and more money would be needed.

Allan Kind had attended meetings of the North Region of the Sports Council where the question of Trail Parks had been raised. He requested that members represent the Fellowship on the standing committee of their own local branch of the Sports Council. The Manpower Services Agency had provisionally agreed that twelve people will survey rights of way in his area through the auspices of Weardale District Council. He had received an offer for the printing of tee shirts from the organiser of the Fylde Coast Group but it was decided that they should not be purchased nationally but that each local group should arrange their own requirements.

Allan Kind suggested that a National Run Organisor should be appointed to organise one ride in each local group area throughout the year, open to all members. He could pre-book riders and accommodation two or three months in advance.

Richard Marshall said that he had discussed this with his local group and they thought that if all local groups advised the Bulletin of their rides this would not be needed.

Seymour Moss asked if there was a volunteer as Runs Co-ordinator and was told that Ken Canham had volunteered. It was agreed.

Kawasaki had offered to give a KE125 Trail Bike as a prize in a raffle to be organised by Trials & Motorcross News and drawn at the International Six Days Trial. Raffle tickets would cost 25p each up to a value of £2000, and would be sold by TRF members. It was agreed.

The Membership Secretary had sent in a report which said that although there were



200 new members, 235 members had not renewed. Newspaper publicity was bringing a new member a day. Ian asked if a small computer could be purchased to keep track of members and was asked to give costs. Any member who could obtain a second-hand or reduced cost computer was asked to contact Ian Thompson. Bruce Roberts would let the Bulletin know the specification to cover our requirements.

Brian Thompson then gave the Rights of Way Officers report and asked that an increase be made in our contribution to the Byways & Bridleways Trust. He said that their main reason for their deficit was the loss of the Compton vs Somerset Council case and the reduction of the grant from the Countryside Commission. The Chairman suggested that the TRF would meet the full cost of the case and this was agreed, as was the affiliation for 1983/84.

Brian then outlined the case of Wood Lane, Christow, Devon, mentioned in the last Bulletin and told us of further developments. He said that the B+BT had agreed with the Ramblers Association and others to take the case to court. When the County Council heard this they said that they would designate it a Byway and the owners may be taken to court to remove the obstruction. It was agreed to donate £100 towards the court costs if necessary.

A letter had been received from the Amateur Motor Cycle Association asking for links. The Chairman asked that the Rights of Way Officer write and suggest a meeting to obtain their assistance and advice. It was noted that they were welcome to contribute to the Fighting Fund to assist rights of way.

Richard Marshall was authorised to obtain more A4 size notepaper. Brian Thompson noted that the Secretary of State for Transport had said that she was in favour of Trail Parks but that they must be financially viable.

It was agreed that the Bristol Group should apply for a stand at The Bristol Dirt Bike Show.

The editor then asked if the Fellowship was interested in purchasing a "Named" block in the British Motorcycle Museum but the matter was to be referred to the AGM as was the question of an Honorary Member.

There was then a discussion about how much the Fellowship should enter into commercial activities such as tee shirts, map marking pens, trials wellies, and a vote was taken. This was a draw but the Chairman's casting vote was against and the motion was lost.

The logo designed by Richard Marshall was agreed and stickers with this new design would be produced.

The meeting closed at 5.00pm.

The next meeting of the Executive Committee and Group Representatives will be at the King George Vth Memorial Hall, Stratford Road, Hockley Heath, Solihull, West Midlands on the 17th September 1983.

### IT'S MEANT TO BE SERIOUS!

The rider fell at the third fence and the horse rolled on top of her. The hospital said that she was in a STABLE condition.

New programme on Irish Radio for Horse Thieves – Does He Take Shergar?

### WRITING TO THE COUNCIL

Whilst many of the councils have hard working and conscientious officials a few are masters of inactivity and it is necessary to interpret their vocabulary from what you think it means to what it actually means. Do you think that the television series "Yes Minister" is clever fiction or based on fact?

Here are some examples of hidden meanings:

"You can rest assured that consultation will take place when our considerations have reached a meaningful stage."

This means – We have successfully ignored you so far but if you want to say something we will screw this matter down so tightly that there will be nothing left to discuss. Be thankful if we tell you our conclusions and don't expect us to consider your point of view.

OR "This matter is receiving our urgent attentions" – means nothing has been done.

OR "It is a matter of Council Policy" – We can think of no logical reason for doing it this way, but we will anyway.

OR "We are now in a position to enter into immediate discussions" – There will be a series of proposed meeting dates, which will subsequently be cancelled because of double booking, chairman's holidays, illness etc. It discussions start within the year something had gone wrong with the system.

OR "We can find no trace of any previous correspondence" – This means that We can think of no more excuses for having done nothing for the last six months but if you want to start again don't expect our co-operation.

All the above is only said half seriously, but if you really do want to get an inactive Council or other body to do something then (a) set a reasonable deadline, raise hell if it is not met and (b) threaten that you *may* take legal action if nothing further is heard. Otherwise your letter sits in the pending file until it can be decently thrown away, on the grounds that nothing has been heard from you and you have either moved away or died.

JOHN R HIGGIN

### ANNUAL GENERAL MEETING

Dear Editor,

The Annual General Meeting has been organised for the 17th October at Knottingley. The Group would be very pleased to organise runs for all those that are interested on the Saturday preceding the meeting. The runs could be as follow:

Full days: Yorkshire Wolds  
Yorkshire Dales

Saturday afternoons: Askern

Would anybody who would like to participate on these runs please let me know in good time so that arrangements can be made. The ideal would be for Group representatives to contact me giving me an indication of the numbers likely to attend.

D E BURT 1 Villa Close, Low Ackworth, Nr. Pontefract, WF7 7NR. Tel: 0977 61258.

ALSO – I hope that our intrepid riders can find the meeting place for the A.G.M. There is a small restaurant inside with cheap meals e.g. pies, peas and chips for £1.00. If you want any help or accommodation please contact Howard Wadsworth on Knottingley 83400. ED.

## EXHAUSTED? – Read about our findings

I expect most of you will agree with me that one of the worst parts of trail bike maintenance is trying to persuade the exhaust system to hold together for more than a few months. Matt-black paint may be fashionable, but as a durable, protective finish it is a dead loss. The worst problems seem to be internal and external rusting and stress cracks on four strokes and external rusting and loose baffles on two strokes. Use on green roads would not appear to significantly accelerate the deterioration process; take a look at any six month old trailster used solely for commuting and you will see what I mean. There is a plethora of replacement exhausts available for almost all popular trail bikes (not my KL250! the whole exhaust is now more braze metal than original) but, of course, none of these spurious articles carry any indication that they will perform as reliably or quietly as the original equipment they replace. I decided to set up a trail test of some of the four stroke pipes on offer in the weekly motorcycle press. Of six manufacturers/agents approached only two were confident enough to offer their products for test; Sammy Miller Ltd and Sylgo Ltd. The most common four stroke trail bike must surely be the Honda XL185 so this was the model I chose to make the best comparison of the pipes. I was fortunate to be helped by Ken and Norman Canham of Hexham who both run XL185s and agreed to fit the pipes simultaneously and note their findings. The pipes were fitted during the depths of winter and have now had some four months of hard green lane and salty main road use. The comments tabulated below are the observations of Ken Canham.

The standard exhaust on Ken's bike is heading for the bin after two hard winter seasons. If Honda, like all the Japanese manufacturers would give more consideration to function than form things might last a little longer, but, there again, the accessory manufacturers would go bust! Honda have recently dropped the price of their spares (as have the other big three) and Ken was quoted £57 for a new pair of boxes and £20 for a front pipe. That is not cheap although the front pipe will probably be tough enough to outlast several boxes, tatty though it may look. On that assumption Sammy Miller supplies only the box set at £39.95 including post and packing (see advert). The Sylgo system is a complete replacement for £51 chrome or £49 matt-black plus £4 post and packing. Sylgo have kindly offered to give TRF members a ten per cent discount off these prices if they so identify themselves when ordering.

To summarise, the Miller System uses the standard front pipe, is very close in appearance and performance to the original and is the cheapest assuming the front pipe is still serviceable. The Sylgo is a complete system of a lighter, simpler type BUT the front pipe exits from the cylinder head in a rather wide, flat loop (see photograph) that lends itself to accident damage. Nothing that a welding torch couldn't fix but it would be a pity to spoil the (probably) more durable chrome finish. I pointed this out to Sylgo who, to their credit, thanked me for the comment and inferred that they would remedy the problem. My personal opinion of the noise produced is that both are quite acceptable.

Sammy Miller Ltd, Gore Road, New Milton, Hants.

Sylgo Ltd, Unit 3, Factory Site, Park Lane, London Road, Bishops Stortford, Herts.

Footnote. When out dog walking one night recently I was drawn to the sound of a mighty fourstroke booming along the main road. I was sure, from the depth of the roar, that it must be a road going Manx Norton or CCM 600 at the very least. No! it was a humble Honda single wearing a "Super-Trapp" exhaust. Not one to recommend, I think!

A D KIND

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 .....

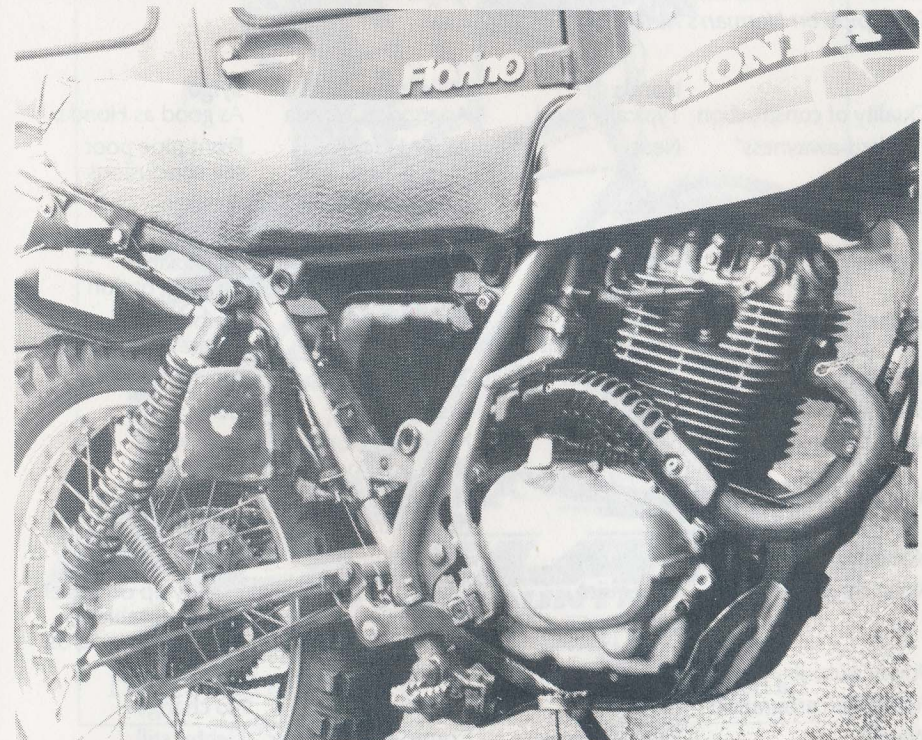
MEMBERSHIP No. ....

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

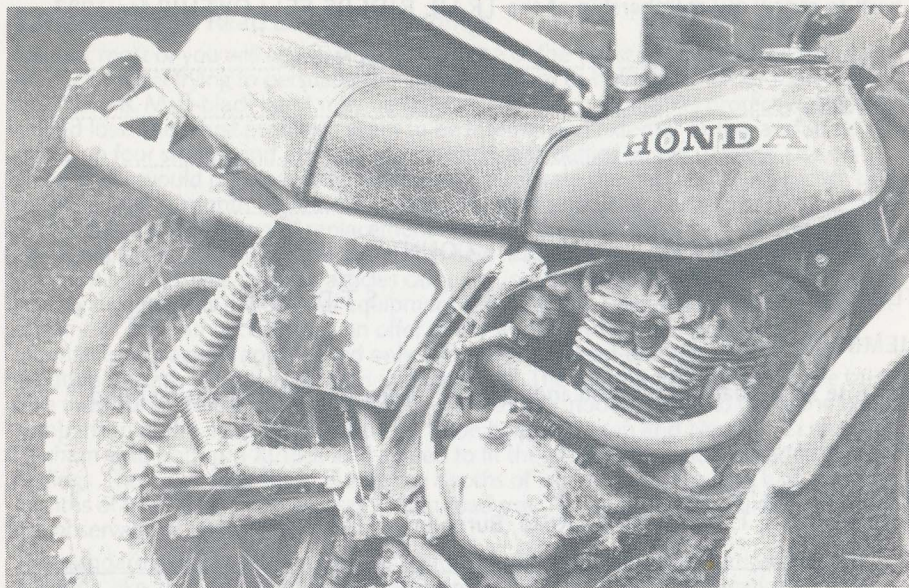
£ .....

Send form and fee to:

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



Miller pipe on Ken's XL185, side panel removed to show front box.



Sylgo pipe on Norman's XL185.

	<b>Honda</b>	<b>Miller</b>	<b>Sylgo</b>
Quality of construction "Tucked-awayness"	Typically good Neat	As good as Honda As for Honda	As good as Honda Front pipe poor see conclusions
Durability of finish	Average	Boxes good, pipe average	Average
Type of finish	Matt Black	Boxes semi-matt black, pipe matt	Matt Black Chrome option
Style of exhaust	2 flat boxes, separate front pipe	As for Honda	1 tubular box separate front pipe
Mounting points	2 + cylinder	2 + cylinder	1 + cylinder
Ease of fitting	N/A	Easy	Easy
All bits supplied?	N/A	Needs £3 Honda fibre seal ring	Complete
Any standard bits kept?	N/A	Front pipe and heat guard	All new except nuts and bolts
Noise at tickover	Very quiet	As for Honda	As for Honda
Noise in use	Very quiet	Slightly up on Honda but still very quiet	Slightly up on Miller but acceptable to TRF strict standards.
Power output	N/A	No change	No change
Fuel cons/carburation	N/A	No change	No change
Weight	Typically heavier than it looks	Considerably lighter than Honda	Lighter still

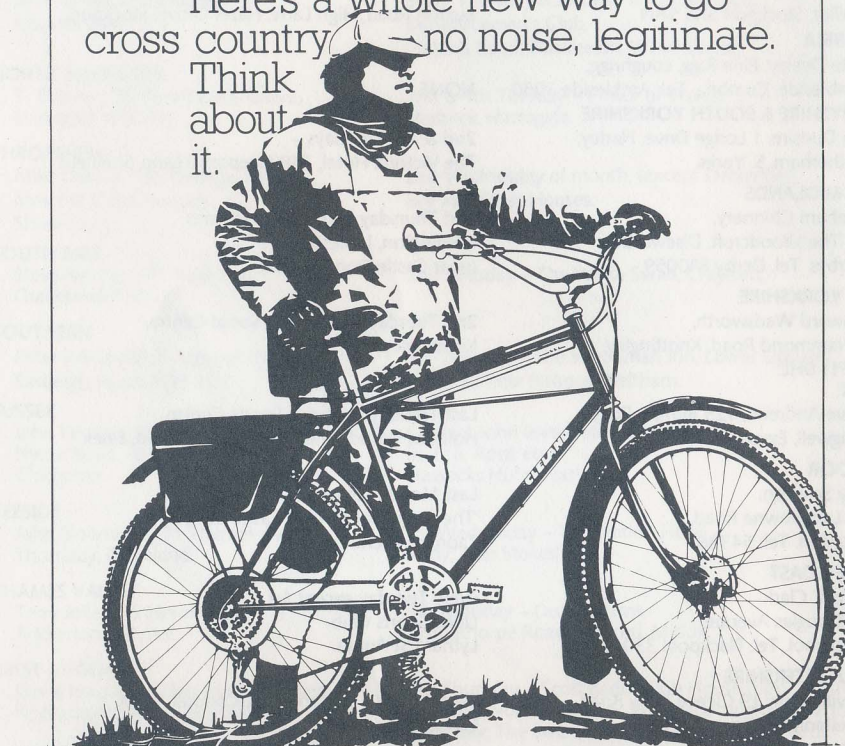
**W**ant a machine that won't disturb the peace in the wilds? That gives you the supreme satisfaction of self achievement?

From the ground up these bikes are designed and built to get you out of places you thought you couldn't ride.

Until now.

Here's a whole new way to go cross country — no noise, legitimate.

Think about it.



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CROSS COUNTRY CYCLES

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Buckinghamshire HP22 4QR England

**TRAIL RIDERS FELLOWSHIP****Group and Group Rep.****BOURNEMOUTH & POOLE**

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

**BRISTOL**

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

**CAMBRIDGESHIRE**

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

**CHESHIRE**

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

**CUMBRIA**

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

**DERBYSHIRE & SOUTH YORKSHIRE**

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

**EAST MIDLANDS**

Graham Chinnery,  
28 The Woodcroft, Diseworth,  
Derbys. Tel. Derby 810059.

**EAST YORKSHIRE**

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

**ESSEX**

Dave Andrews, 123 Burrow Road,  
Chigwell, Essex.

**EXMOOR**

Roy Scrafton,  
11 Langdowne Road,  
Taunton. Tel: 54386

**FYLDE COAST**

Russell Clark  
29 Douglas Avenue,  
Blackpool. Tel. Blackpool 33060

**GLOUCESTERSHIRE**

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

**HERTFORDSHIRE**

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

**LANCASHIRE**

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

**LODDON VALE**

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

**LOCAL GROUP MEETINGS****Pie and Pint Night Venue**

1st Tuesday – Dorset Soldier,  
Corfe Mullen

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

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

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

NONE

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

2nd Thursday – Three Horseshoes  
Hemington, Leicestershire  
(near Castle Donnington.)

2nd Tuesday – Kellingley Social Centre,  
Knottingley.

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

Last Monday of each month,  
'The Stagecoach's P.H., Castle Bow,  
Taunton (Centre).

Every Tuesday except 1st  
Lions Sports Club  
Lytham St Annes.

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

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

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

2nd Thursday – 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

3rd Tuesday – The Robin Hood,  
Military Road (B6318) West of Whittle Dean Reservoirs

**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, Nr Tring.

**NORTH WORCESTER**

John Stokes, 3 Jay Road,  
Kingswinford

Every Thursday 8.20 pm, Hill & Cakemore  
Ex-Serviceman's Club,  
Victoria Road, Blackheath, 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 – The Woodman Inn, Lower Upham,  
on A333 near Bishops Waltham.

**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,  
Brafrod on Avon. Tel: 3811.

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