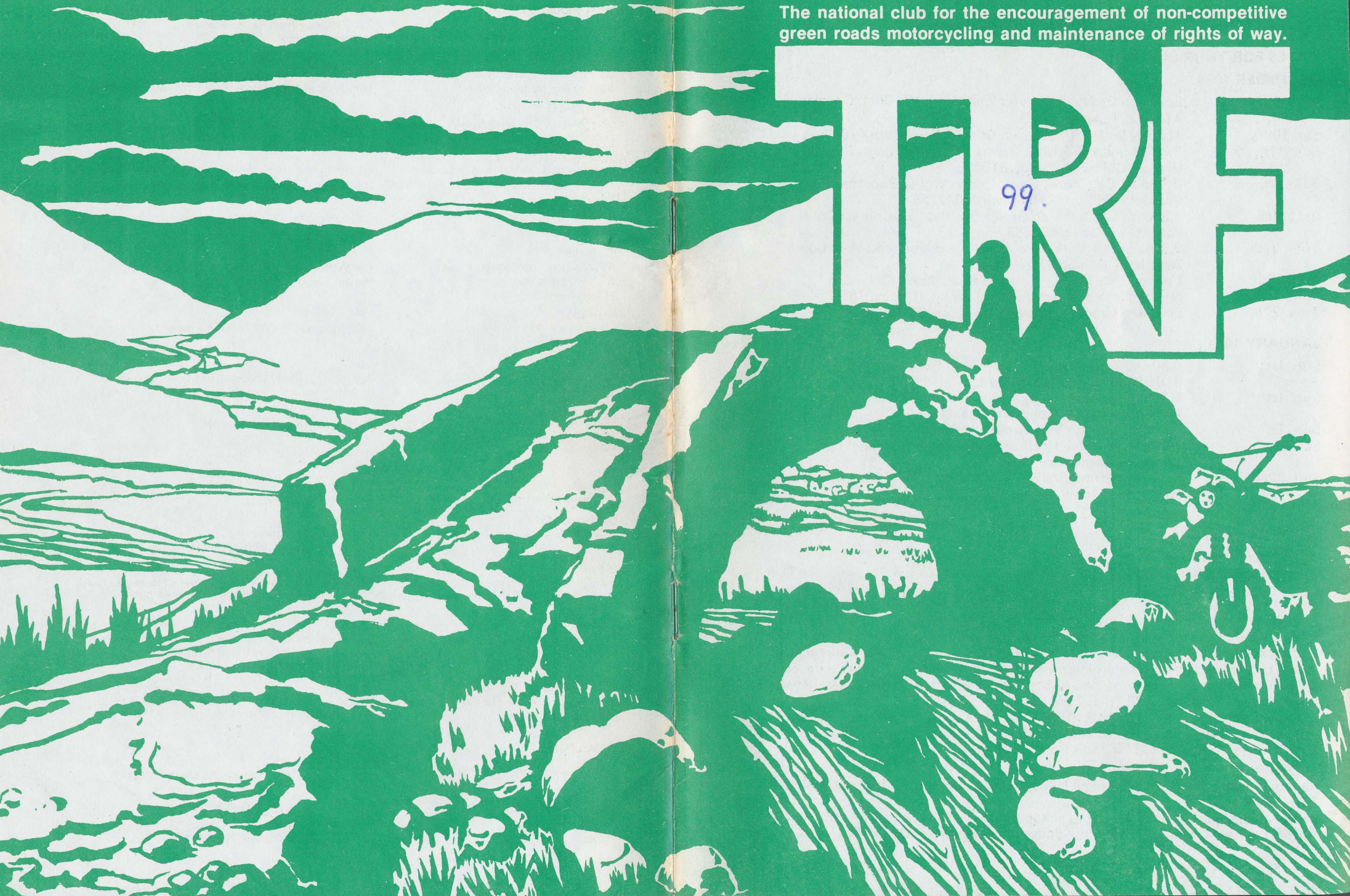


The national club for the encouragement of non-competitive green roads motorcycling and maintenance of rights of way.

# TREK

99.





# TRAIL RIDERS FELLOWSHIP

BULLETIN No. 99

November/December 1983/January 1984

## DATES FOR YOUR DIARY

### DECEMBER 1983

- Sat. 10th Southern Group – Bishop's Waltham Little Chef. Contact Alan, Locks Heath 2075.  
Sat. 10th Thames Valley Xmas Party. Contact Weybridge 41869  
Sun. 11th 9.30 a.m. East Midlands Group – Sewstern Lane. Contact Graham Chinery – Derby 810059.  
Sun. 11th 9.30 a.m. East Yorks Group. Yorks Wolds, Boothferry. Contact Don Burt – Hemsworth 612258.  
Sat. 17th 7.30p.m. Loddon Vale Group, Skittles Eve. Contact Colin Patient – Reading 696783.  
Tues. 27th 9.30a.m. East Yorks Group – Askern Mudbath. Meet Low Ackworth. Contact Don Burt.  
Sun. 18th Loddon Vale Group, N. Hants Ride. Meet M3/Junc. 5. N. Warnboro. Contact John Holloway, Reading 785995.  
Tues. 27th Southern Group, Contact Allan, Locks Heath 2075

### JANUARY 1984

- Sun. 1st 9.30a.m. West Anglia Group – Mud Run, Map 153, Ref: 985 619 off A6. Tel: 0933 313816.  
Sun. 1st 9.30a.m. Thames Valley Group, Contact T. Jolley. Weybridge 41869. Guildford area.  
Sun. 1st 9.30a.m. Loddon Vale Group. Wokingham Station.  
Sat. 21st 1.30p.m. Hockley Heath, King George V Memorial Hall, Executive Committee Meeting.  
Sun. 22nd 9.30a.m. Thames Valley Group, Secret Ride. Contact T. Jolley Weybridge 41869.

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

#### ACCOMODATION:

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## THE NEW COMMITTEE FOR 1984



**Adverts – £1 for 4 lines, members only**

**FOR SALE – SP 400 Suzuki:** only 3000 miles on clock. Carefully modified with Stilmotor Mudguards; alloy chain and engine guards; SM chain tensioner and folding gear lever; 15" gas Girling rear units; Doherty MX throttle; Renthal handlebar brace with BMW inflator; rear grab handle; rubber fork gaiters and leather tank top pouch. £425 or offer. Tel: Andover 53877 (Nigel Sacree)

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## A NEW TRF GROUP

After a slightly shaky start due to a lack of enthusiasm for trail riding during the summer when it's lovely and warm and the lanes are dry and easy to ride, the Wyvern TRF Group is now ready to announce its presence to a startled world.

For those who wish to rush and join us, the Group meet at the British Legion Club, Victoria Road, Blackheath, which is 3 miles south of Dudley in the West Midlands.

This Thursday night venue is the regular meet of Dudley and District Motor Cycle Club. They are there all evening, but TRF members tend to roll up around half-nine. One of us is sure to be there every week, but our official meeting is the last Thursday of the month when a group run is planned for the next month. Somebody is riding somewhere every weekend, though.

We have about fifteen fairly active members at present, an excellent knowledge of the area to the West of us, frequent trips into Wales and plans to take the Lake District, Yorkshire Dales and Derbyshire by storm.

Anyone interested, please come along — particularly if you're good at mending punctures, restarting drowned bikes, kicking over 500's, opening and closing gates, falling off in thorn hedges, buying beer, . . . . .

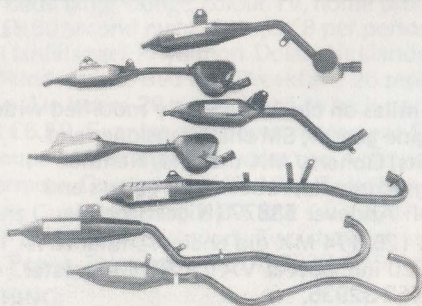
Steve Pighills (Secretary), 11 Elmwood Rise, Sedgley



# POWER-PLUS SILENCERS

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### BELT BUM BAGS

£4.60 + £1.00 P&P

## BOOK REVIEW : Rolling Thunder by Bill Lawless : Published by TMXN

The final act of that farce still playing at Meriden is shown up so clearly for the tragedy that it really is by the reading, in quick succession, of 'A Million Miles Ago' by Neale Shilton and 'Rolling Thunder' by Bill Lawless. AMMA has been reviewed here in the recent past so I shall not mention it again, save to say that if you have any feeling for the British Motorcycle industry reading it will both break your heart and give you the overwhelming desire to plant one between the eyes of the next chartered accountant you meet. If AMMA is a valedictory to an age now gone then RT salutes the new; the efforts of an enthusiast with a dream who has developed a 'cottage/garage' industry into the nucleus from which any M/C industry revival will spring.

Alan Clews was an ordinary bloke; a northern clubman with an interest in trials and a passion for motocross. What he wanted more than anything was an ex-works BSA Victor scrambler such as Jeff Smith used to win the world championship in the mid-sixties. BSA, in their death throes, could or would not supply and it was only the closure of the competition shop (which drove Jeff Smith to Canada to produce the CanAm) that gave Clews the opportunity to buy bits and pieces to make his own. He bought enough, in fact, to make several machines and with the help of the usual man, boy and dog the 'Clewstroke', the immediate ancestor of the CCM was born.

The book charts the progress over ten years as CCM grew and grew, weathering the lean years of the late seventies when the BSA based scrambler really started to show its age, finishing with the take-over by Armstrongs (Clews still at the helm) and the decision to major on two-strokes.

The book rightly centres on the golden years of CCM with Bob Wright and John Banks on the rangy, pared-fin models only a whisker away from eclipsing the mighty Japanese works teams. There is the story of the 350cc trials bike (what a nice green laner that would make!) and a lovely anecdote about the ACU's typically inept handling of a vindictive protest from a rival team.

Author Bill Lawless is, of course, editor of Trials and MotoCross News and also appears when world crises demand as the immortal Thrasher Gunge, holding back the yellow hordes by getting his Black Shadow firmly bogged across the track in front of them. Lots of good quality B/W photos to nicely balance the text, so much of the appeal of the CCM being visual and the whole A4 presentation is well worth the fiver asked.

Oh for a Tardis to take Alan Clews back to the early seventies and place him firmly at the helm of NVT and Meriden with Neale Shilton as his marketing manager. The thunder might now be rolling right across the world.

Alan D. Kind

## The Greavers Trail : The Weardale Marathon

Not a motorcycle trail event at all, rather one of those strange rites where groups of individuals in bobble hats and funny gaiters amble across the moors snarling at motorcyclists and kicking down drystone walls. Nay! I jest. The Weardale Marathon is an event run by walkers who walk, not those who sit in armchairs and waste public money. The TRF involvement was twofold; taking organge juice to remote checkpoints and counting the walkers through them and, more important, carrying a couple of six-packs to the parts other transport cannot reach for consumption by a certain walker who just happens to be my dad! There were five of us on duty on the Saturday of the August bankholiday, along with



some seventy walkers who were to cover twenty miles of hard going in Weardale on a day that started very hot. The organisers wisely set great store on regular checkpoints to keep close tabs on the walkers in case of accident or bad weather and it was intended that we should cover six checks between us, spread along the more remote parts of the route. Two of us went to the early checks where there were no drinks provided while the other three made orange juice dumps and then pushed off for a session of green laning. The speed of the really keen walkers meant that the field was strung out over some two hours by the halfway point and we simply could not handle the last check at all, nor make the second last more than a simple head count. I wanted our riders to man the checks in pairs for reasons of security in case of bad weather coming down quickly, or an accident to a walker needing immediate 'despatch rider' action. The leapfrogging around checks meant that we met the same walkers on several occasions through the day and a lively repartee ensued. At the end of the event the organisers had provided an excellent meal for all walkers and helpers and many competitors took the trouble to thank us for helping. We now have an invitation to help at the same event next year and also the Eden Marathon on the northern fringe of the Lakes, next Easter (hint to likely volunteers!).

There are similar events all over the countryside and while I am not suggesting that we should give up our own events to help at other's, the goodwill engendered can only be to our benefit.

Father made it to the beer check and, while he didn't win, he didn't feel the pain either.

Thanks to Dave V., Ken C., John S. and Basil M. for giving their time.

Alan D. Kind

## OUR OWN GIANT TYRE TEST

I don't wish to stir up the old hot potato of knobbly tyres again (I shall save that for when I have nothing else to write about) but I feel that the time is fast approaching when they will be deemed illegal by either a High Court decision or legislation. Indeed, when checking the legality of knobbles with the Dept. of Transport recently, the spokesman muttered something about "Tyre adhesion standards"; i.e. Type Approval. The Transport and Road Research Laboratory states that they have no data on the suitability or otherwise of motorcross tyres for tarmac use, BUT take note that a representative from the Pirelli importers has appeared as an expert witness for the prosecution in the case of a rider booked for using knobbles (on being sentenced to transportation for life he was dragged from the dock screaming "Thank you, thank you" at the judge).

Those of us doomed to the dwindling civilisation of GB might do well to look further than the ubiquitous Trials Universal next time baby needs new boots.

There is quite a range of covers on the market whose manufacturers proclaim them to be fully legal for road use. Many will be of little use to the hard riding green laner, most are Trials Universals clones, but one type might become the standard green road wear of the future.

Testing was done by fitting and running the tyres in quick succession on my KL250, trying them over the same green lanes and tarmac roads, to try to gain a picture of their performance by rapid comparison. It is no good running a tyre to the end, then trying to remember just how it was relative to the new boots going on. For this reason I cannot comment on wear-out mileage at this stage.

A.D. Kind

Now read on about particular makes of tyres. . .

### Pirelli MT31S Enduro 4.00x18 Rear only tested

First off, this is NOT a tyre for enduro events! It is a semi off-road tyre designated in Pirelli's catalogue as being for 80% road, 20% off-road use. This one, like it's counterpart in the Continental range is aimed at machines like the BMW R80GS and Yamaha XT550; big bikes that are often used as tourers and expedition machines, covering high mileages that would see off a more knobbly tread long before home base was seen again. Indeed, a (possibly apocryphal) story long circulating in the Trail Riders Fellowship tells of a Yamaha XT500 that actually had it's tyres ignite after a long, high speed motorway run! The profile of the cover is very similar to an ordinary road tread and there is no pronounced square shoulder as on more conventional off-road patterns. The carcass has four rayon plies and is as stiff as, say a TT100. Not easy to fit, I managed to trap the tube when fitting this one and the subsequent repair let go some ten miles later. A can of 'Tyre Weld' did the trick and kept the pressure up until it was time to change for the next cover. I decided to pair this one with a Pirelli MT22 Trail cover on the front. Reasoning was that it is the rear tyre that the big bikes hammer and it is quite economical to keep a semi-knobbly pattern on the front, thus not losing too much in the braking and steering departments on the rough. Initial pressures were set at 20psi front and rear, with the intention of maintaining the front and progressively dropping the rear to see the results. I weigh some 12½ stone in riding gear and the bike is a standard and very well used Kawasaki KL250, not as heavy as many people think, but a hefty lump all the same. The old KL is a very good road bike with all the tyres I have previously used on it and, on standard gearing, whizz up to an indicated 85mph with little bother. I scrubbed the tyres in (the front cover was new, also) and headed for some mixed lanes. A hard rocky one first. No trouble, but there again, most road bikes could do it O.K. A steep, loose descent and a ford were, similarly, no bother, but the steep wet climb out on soft rutted grass brought us to a slithering halt. This hill is steep by any standards, but I have always managed to ride to the top before. Not this time! I had to run alongside with the bike pulling in second to gain the summit and a change onto glutinous mud and puddles. No bother at walking pace, but as soon as speed was upped to about twenty the back end became very lively. It wasn't too bad pulling in a straight line, but it would not willingly crab diagonally up a bank or climb out of tractor ruts. Pressure was dropped to 15psi and the circuit tackled again. The hard lane showed little difference, but as soon as we crossed the ford the improvement was dramatic. Straight up in second with only a slight tendency to wheelspin, but a stop-start on the very steepest bit still called for enthusiastic leg work. The muddy ruts felt more manageable except when taken diagonally again. This, I feel, is the lack of shoulder blocks making the centre of the tread do all the work. Tarmac performance at 15psi was as good, at least in dry weather, as at 20psi. I left it at the lower pressure for the next weeks commuting (80 miles per day) hoping that I should have one wet day but, unfortunately (?) the weather stayed dry. Enthusiastic cornering on a gravel road was fun; holding well at low speeds and breaking away progressively as it was pushed harder while the front, being new, hung on longer.

I think that fitting MT31s as a pair would make a bike suitable for only the easiest of green lanes, but tarmac grip is noticeably better than the Dunlop Trials Universals I removed to fit the Pirellis. The catalogue assessment of 80%-20% is very honest and if I had a bike like the aforementioned R80GS or even such as an Enfield Bullet, that was to spend much of it's time on rough, but surfaced minor roads this is the type of tyre I should use.



Initial tread depth is 10½mm and catalogue price for the 4.00x18 is £39.00. Also available in 460x17 and 3.00x21. A similar MT33 is available for smaller machines. Speed ratings: MT31S: 113mph; MT33: 93mph.

#### Michelin T61 4.00x18 & 2.75x21

This one, as they say north of the border, does the business! I have always had a liking for Michelins, car, bike and commercial dating a long way back to when I sold and fitted them to earn a crust. They were easy to remove, even after years of service and the new ones almost fitted themselves. More importantly, quality control was top notch and very few were ever brought back under complaint. I had a set of Michelin road covers on my MZ a few years ago and found them very good apart from a tendency towards quick wear on the rear. These T61s were first imported a couple of years ago and I have never spoken to anyone with first-hand experience of them or read a test of any sort in the press.

The Michelin off-road range is restricted to this trail cover and the 'Trial Competition' boot which is now available with special ultra-grippy compounds and flexible casings for the few top works trials riders. This T61 is certainly very flexible itself, boasting a two-ply nylon construction and is the easiest to fit off-road tyre I have yet to handle. The only problem, excepting a near hernia hefting the Kwaker onto my faithful old milk crate, was a reluctance of the front tyre bead to seat evenly all around the rim. Applications of mallet, boot, soap and over pressure all helped, but the bike was eventually taken out with the bead still slightly down in one place. The Knobs on the T61 are larger and more widely spaced than those on the trials pattern covers, making it something of a half-way house between trials and moto-cross knobbly. The profile of both front and back is well rounded and the corner blocks are as generous as those on the tread centre. Set at 20psi for both, I asked a friend to ride the bike over a series of large blocks while I watched the tyres. The suppleness of the sidewalls is quite something and the treads really wrapped around each block of stone in turn. Tarmac behaviour was not as reassuring as either MT22 or Dunlop. The extreme flexibility, especially of the rear, could be felt as the bike 'twittered' on medium-tight bends taken at moderate speeds. It never got out of hand and braking tests showed rubber adhesion to be okay. I am pretty sure that the effect was caused by the large corner blocks on the tread coming into contact with the road almost individually and I fear they would wear quite quickly with constant tarmac riding.

Onto the trails at 20psi. No bother on the hard one and it shot up the steep hill, stopping and starting with ease. In the deep muddy ruts it was easy to climb from one hollow to the next and on the repeat run with the back down to 15psi I found the bike would easily cope with diagonal climbs that experience has taught me to avoid when Dunlop shod. There was no more surface marking than with a trials universal, on this type of going at least. One thing that was noticeable was the tendency of the tyres to pack-up with peat when used on moorland roads. This threw out again on the next hard stretch but I feel the effectiveness of the tyre on really wet, sticky going could be impeded. Taking the bike onto tarmac with the 15psi still in the rear showed the wiggles to be there, slightly worse, and I jacked the back up to 20psi again for the week's commuting. You could use 15psi for the roadwork between lanes as long as care was taken, but I don't think it sufficient for any save the lightest rider for more prolonged roadwork. After the 400 tarmac miles of the test the rear shoulder blocks are showing where the first and worst wear will occur and the initial 9½mm of tread depth front and back is less than some of the other tyres available.

One main point to watch: Both tyres are marked with an arrow denoting the direction of rotation. Since the blocks are symmetrical I can only suppose that it is something to do with the casing construction. Guess who remembered with the rear and forgot by the time he had arrived at the front?

There is a good range of sizes available, all speed rated as suitable for 75mph on the tarmac. The leaflet also mentions the suitability of 15psi for off-road going. Not many manufacturers will quote low pressures at all. Prices are: 4.00x18 £ 2.75x21 £

#### Metzeler Trial Competition 4.00x18 & 2.75x21

This West German company offers two trials pattern covers, the 'Trial' and the 'Trial C', the subject of this test. The catalogue describes the 'Trial' as 'Highly suitable for Enduro machines used both on and off the road'; while the 'C' 'Has more grip edges to provide for optimum traction'. Only the latter is offered in the 2.75x21 front size that is standard issue on competition trials machines, but it is the pattern of the 'Trial' that corresponds most closely to the British competition legal covers. The 'C' certainly does have a lot of grooves and sipes in the tread blocks, especially noticeable on the shoulders, which have a circumferential edge on the main blocks and vestigial blocks reaching well down the sidewalls. The ply rating is not apparent on either front or rear covers (unless it is in German code somewhere) but the flexibility would indicate a two-ply construction. No problems in fitting these two, practice had cut wheel out time to about one hour for the whole job. I know I seem to come back to this again and again, but if humble Honda fifty scooterettes, geriatric British bangers and common commie comrade-wagens can have pull spindle-wheeldrop systems, why cannot a relatively expensive machine designed to operate in a puncture prone environment? I am not singling out Kawasaki, all the Japanese trail/enduros are equally dreadful in comparison with the MZ system.

Out onto the roads with 20psi front and back. There is a lot of moulding flash on these covers and I gave them a steady twenty miles on abrasive tarmac to scrub the blocks clean. Road grip is again very good, but in this superb summer the problem is to find a wet day for comparison! The only dampness these Metz's saw was melting tar floating to the surface of the blacktop and that demands respect regardless of tyre competence. With the rear pressure down to 15psi on the road there is the smallest increase in cornering instability but things never become as lively as with the Michelins.

Out onto the trails with 20psi restored to the back. The ground conditions were becoming harder and harder with the lack of rain and it was difficult to find a wet rut out of which to try and climb! Diagonal climbing performance seemed to be much on a par with the Michelin at equal pressures (20psi) but when dropped to 15psi the Metz could not make it up banks that the Michelin had managed with relative ease.

Not having any good bogs to try the Metz's in I decided to go the other way and give them a bash over some nasty loose rocks. The road chosen was Grasshills Causeway, the highest County Road in England, passable by cars only ten years ago, but now so damaged by weather and neglect that it is hard to walk over in places. I always treat this road with respect after having two punctures up by the 'Galloway Gate' where the superb views into both Weardale and Teesdale did little to sweeten my temper. Safest procedure is to keep an absolute minimum of 15psi in the tyres and to path-pick carefully to avoid the largest and sharpest. With these pressures the tyres kick the smaller stones out and the effect is one of riding on big marbles. First run up the worst bit I dropped front and back to



10psi. What a difference! The bike just flowed over the road, leaving unmoved rocks that would normally have rolled around under the tyres. As an experiment I went down to 6psi front and back and tried again. Better still on the worst bits but quite frightening as soon as the speed rose on the surfaced section. Inspection after a couple of runs revealed a couple of cuts in the front cover, luckily in the blocks only, but I daresay constant use like that would soon see the carcass ruined.

It is difficult to come to a fair conclusion on any off-road tyres performance without a lot of wet going, something that was absent for the Metzlers. Road performance is as good as any other 'Trials Universal Clone' and it would take a better rider/bike combination to test performance in extremes and declare it better or worse than any other competition legal cover.

Available only in 4.00x18 and 2.75x21, but with more sizes in the 'Trial' range. Tread depths: 12mm rear and 11.5mm front. Prices: £31.80 and £22.29 respectively.

#### **Pirelli MT22 4.00x18 and 2.75x21**

This is Pirelli's 50% on, 50% off-road tyre, sold specifically for the trail bike market. Pattern is very similar to the standard trials competition form of the Metzeler (and Pirelli MT13 Trial) but with rather less protruberant shoulder blocks. The tread rubber has a distinctly 'hard' feel to it and the tyres have a robust air about them, reflected in the difficulty in getting them onto the rims! The rear has three nylon plies and the front two. They are certainly far stiffer than the trials covers and the Michelin T61, with little visible difference between 20 and 15psi when you bounce on the saddle. Joy of joys, a couple of days after the struggle to fit them, the skies opened up in the worst storm seen in the area for fifty years. Four inches of rain in two and a half hours did damage to green roads that will never, ever be rectified. One short corner-cutting footpath that I know to be an ancient carriageway shown on maps over 200 years old has gone completely and with all the spending cuts I cannot see our highway authority ever doing much about it.

Tarmac performance, both wet and dry was competent, but with the definite feeling that the rubber was not as sticky as on any of the others and that the point of no return might approach with rather less warning. The impression of stiffness was borne out also by the little change in road behaviour with rear pressure down to 15psi. The rear could be left at 15 for all tarmac riding with no detriment to safety and could even go lower (I tried 12psi) with no apparent loss of stability. On the trails, now rather more sticky than before, the steep climb and stop-start were accomplished without undue difficulty at 20psi and very easily at 15psi. The rutted track was back into prime condition and grip and stability here were good at both pressures, but diagonal climbing ability was not as good as either Michelin or Metzeler. Dropping to 10psi improved matters here, but still not to the level of the French covers.

Time did not allow the Pirellis to be taken over the very rocky road at low pressures, but examination of the treads shows very little sign of wear. That augurs well for tyre life, with the observation that the tread depth of the front is a measly 7.5mm. That is only 65% of the Metzeler's depth when new. Take 2.0mm as a safe minimum for both to be worn to and the percentage drops to 58%. Quite a difference!

There is a good range of sizes all speed rated at 93mph. Prices for the 4.00x18 with it's 11.0mm tread depth is £31.00 and £23.00 for the front.

#### **Pirelli MT13 and Dunlop Trials Universal**

I have had sets of these tyres fitted to the KL, Dunlop before Pirelli, up to this test. Both are trials pattern covers but the Dunlop has been superceded by the Trials Champion in recent years. Both types performed well on both road and rough, with the Pirelli having the edge in all conditions. Both were run with 20psi in front and rear for commuting and approximately 18/15psi for green laning expeditions including the connecting roadwork. The high road mileage tended to wear out the centre of the tread long before the shoulder blocks and both were down to the point where they felt unsatisfactory on the road inside 4000 miles rear and 5000 miles front. Off-road performance had dropped right off long before that. Keeping trail bikes in rubber can be an expensive business!

The tyres tested here are typical of the types of cover offered by manufacturers as legal for road use, with one exception. The Japanese Bridgestone company are not party to the British Rubber Manufacturers Association statement about the legality of knobblies and the importers state that they consider their motocross tyres to be suitable for road use. The Bridgestone catalogue and price list lists the motocross and enduro covers as "Not recommended for road use", however.

As for other makers, Continental list a tyre similar to the Pirelli MT31s, Dunlop still have the Trials Champion and Avon the well respected (in green laring circles) Mudplugger.

As to the best, well, it is very much horses for courses. The Michelin offers the best off-road grip but at what cost in tyre life? The Trials Universal type are much of a muchness unless you seek the absolute maximum of performance, the Pirelli MT22 loses out in all-round grip but will probably last well, on the rear at least and the semi-roadster MT31s is just that.

I suspect that if knobblies are branded illegal once and for all the Michelin T61 will become the standard wear for the serious trail rider.

A.D. Kind

Dear Editor,

You talked in terms of the recent court case and, obviously, you are referring to the case concerning tyres marked 'not for highway use'. Avon Tyres Limited are members of the BRMA and the BRMA statement was to the effect that tyres manufactured by its members, and which carried the wording 'not for highway use', mean exactly that — that the tyres were not considered suitable for use on the metalled highway. That is a statement by the manufacturer of the tyre. It is not a way of getting out of any problems or controversy — it is a simple statement of fact, and I would further state that each tyre is a product produced by specialists according to a design and manufacturing process known only to those specialists. It must follow that the specialists' opinion of the suitability of that tyre for road use, regardless of marking, has to be accepted. In the case of Avon Tyres this applies, to my knowledge, to just two tyres, both of which were designed for use on either MotoCross or Grass Track racing. In other words, the terrain was decidedly soft and mucky. Had we been asked to design a tyre suitable for use on the road it would have looked very, very different and, in fact, you already make reference to tyres you were using yourself, i.e. the Mudplugger. The Mudplugger typifies the compromise situation i.e., A Trials tyre has to cope with conditions off the road and on it.



To sum up, the whole area of tyre usage is a little bit confusing and, quite honestly, if you wish to use a tyre for road use you pick a road pattern. If you want a tyre for off road use you pick a near scrambles or motocross pattern. If you want something in between you pick a tyre which is designed for trial or trail use. However, if along the line that tyre is marked 'not for road use' you then have to decide as to whether the manufacturer means it or not. In our case I can assure you we mean it.

A.R. Blake, Sales Manager, Motorcycle Tyres  
Avon Tyres Ltd, Bath Rd, Melksham, Wiltshire SN12 8AA

Dear Editor,

For the past couple of years I have been running my BSA 350 (unreliable) on a 400 x 18 Avon Trials Supreme (not a pukka knobbly) which I found a good compromise both on and off road. However, as it reached the end of its life after mainly road use, the wear became very uneven and grip decidedly iffy.

Whilst competing in the MCC Edinburgh Trial in October 1982 it gave a couple of warnings of its death throes by kicking sideways whilst riding straight down the A45 in Coventry. A few hours later (4.00 a.m.) it dumped me unceremoniously on my ear as I rounded a corner. Limping along in Derbyshire at 15mph with a burnt out exhaust valve (I retired at that stage).

A winter rebuild saw the installation of a 441cc motor (more power, even more unreliable) and the purchase of a Michelin T61 complete with proper big knobbles!

I have only done about 2,000 miles on it, with probably 200 miles off road (this includes a further retirement in the 1983 Edinburgh Trial — burned out clutch!).

I have found the tyre very satisfactory, both wear and grip wise, although 2,000 miles isn't a very long trial period.

Competing in MCC trials is the only problem I have with the tyre. All tyres are supposed to be on the ACT list for trials tyres (i.e. no big knobbles). I get funny looks from fellow competitors who are at a disadvantage off-road, grip-wise. I therefore hope your survey comes up with a pukka 'trials' tyre with good wear rate and good grip on and off the road.

Yours truly, Ian Hingley  
45 High Meadows, Compton, Wolverhampton, W.Midlands WV6 8PP

#### **TYRES : DUNLOP K550 NOT RECOMMENDED**

Dear Editor,

My Honda is fitted with Dunlop K550 tyres which are a trail-road compromise; they are reasonably hard wearing and completely road legal. They provide stable handling on the road and good trip on dry or hard packed trails.

In sandy conditions they do not allow confident cornering, whilst on muddy surfaces the tread pattern becomes clogged, resulting in little or no grip.

I look forward to the article on tyres in the hope that a better alternative will emerge.

Yours, Paul Bussell  
30A Bessalsleigh Rd, Wootton, Abingdon, OX13 6DW

Dear Sir,

You asked for comments on tyres — I use Enduro tyres to get grip on muddy climbs found in Yorkshire. They are safe on the road providing you don't go round bends a la Barry Sheene. Riding in Durham following an identical bike with trials tyres — the rear wheel was spinning and causing damage to the grass (only slight, honest!), whereas the Enduro found grip and did not spin or cause any cutting up. Mind you, my friend uses any cast offs and manages to find grip on all his trails including 'Dandra Garth' and their ilk.

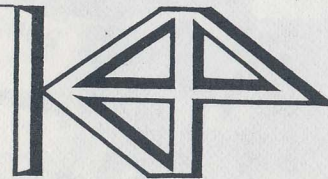
I think the grey area over the law should be cleared up. I believe there should be a true Enduro tyre, midway between a trials and a scrambles tyre — is this the thinking of ACI/FIM?

The Northumbria Group is now working and opening new trails. Geoff Sadler, Ken Canham and Graeme Burroughs have done a lot of hard graft and the monthly meetings (now at The Crown at Humshaugh, near Hexham) are well supported with plenty of organised runs.

Yours — Dave Vaughan

P.S. I'm a dentist and a couple of young lads have come in with chipped front teeth, caused by flying stones when out scrambling at the local quarries. An expensive service if you have to pay for a crown or denture, especially as it is preventable using a full-face helmet or one of those attachment chin guards!

Dave Vaughan, 6 Shipley Ave., Sunderland



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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 volt 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.

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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.

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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.

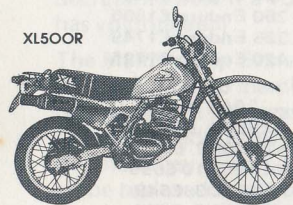
The backup service is the outstandingly comprehensive Hondacare scheme, and the accessory and clothing range comes in the form of the Hondastyle range of goods.

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

MTX125RW



XL500R

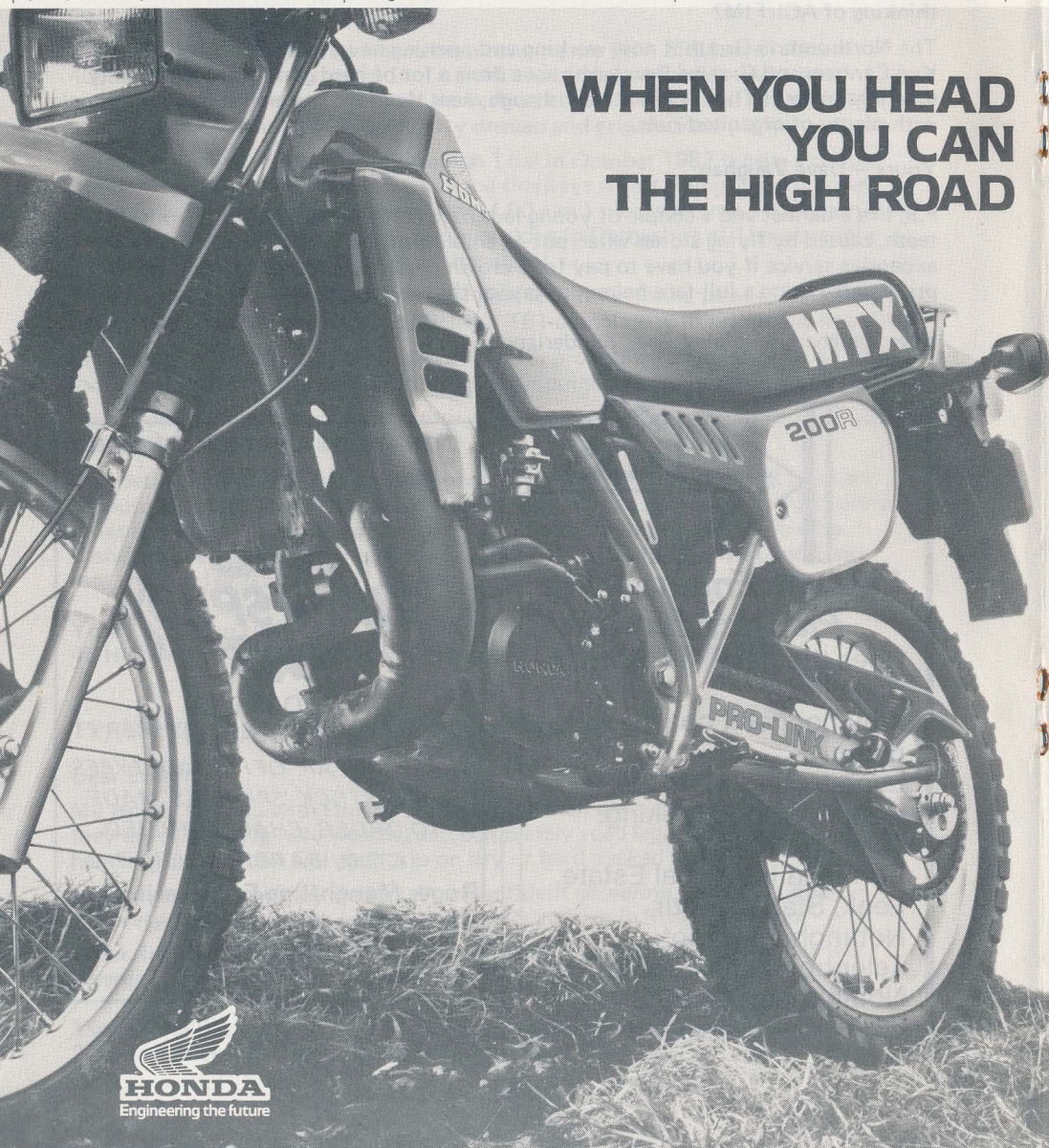


XL125R



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YOU CAN  
THE HIGH ROAD**

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





## NEW TRAIL BIKE PRICES (Recommended Retail – latest known prices)

<b>A.J.S.</b>	250 Trail £1232 360 Trail £1288 450 Enduro £1678	<b>KTM</b>	125 Enduro £1495 250 Enduro £1595 355 Enduro £1749 420 Enduro £1795
<b>B.M.W.</b>	R80GS £2650	<b>KAWASAKI</b>	KL50A2 £479 AE80B1 £549 KE100B2 £609 KE125A10 £699 KE175D3 £649 KE175D5 £729 KL250C £899
<b>BSA</b>	125 Tracker £810 175 Tracker £856	<b>MZ</b>	Pathfinder 123 £560
<b>CAN-AM</b>	125 Qualifier £995 175 Qualifier £1145 247 Qualifier £1360 350 Qualifier £1435 400 Qualifier £1520	<b>MORINI</b>	344 Kangaroo £1845 478 Sahara £2095
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## EXECUTIVE COMMITTEE MEETING

17th September 1983 – King George V Memorial Hall, Hockley Heath

Seymour Moss opened the meeting at 1.25 and introduced Don Green of the Amateur Motorcycle Association. There was a general discussion about how the AMCA could help the TRF and vice versa. Don Green offered to help with the printing and despatching of the magazine, and the use of their computer for membership records but the general feeling of the meeting was that this would be no more convenient than the present system, although the offer was appreciated.

After this discussion the meeting, proper, was started with the Secretaries Report. Bruce Roberts reported that since he had little time to devote to the duties he would be stepping down at the AGM and asked if a replacement volunteer was known. The task of the Secretary was as large or small as the members wished to make it, and it was up to any volunteer to make it what he wished.

The Treasurer then reported that at the close of the financial year we had a healthy balance in both the TRF Savings Account which was invested in the Post Office for maximum return – and in the Fighting Fund (I do not normally disclose actual figures as this might be used against us at some time in the future, but they are available to bona fide members from the Treasurer). Richard Marshall said that some of the payments worthy of note were £780 for 2 Bulletins and £308 for Rights of Way expenses. There was also the sum of £35 for insurance.

The Editor reported that the next issue was currently running to programme but that any contributions were always welcome. He was willing to volunteer for the Secretaries post if a volunteer could be found for the editors job (Graham Sprigg has volunteered).

The Membership Secretary, Ian Thompson reported that we now had nearly eight hundred paid up members, of which 333 were new members and 230 had not renewed from last year ('82). He explained the system of files that necessitated writing the addresses of each new member four times so that records were kept of when they joined, who lived near them, and an alphabetical index. This could all be replaced if he could obtain a BBC computer with disk drive which would cost approximately £1,000. The Chairman then asked if it was agreeable for Ian Thompson to purchase this system and it was agreed. He then said that it would perhaps be better to ask if any members could obtain the equipment at preferential terms and it was agreed to postpone purchase until the AGM to explore this possibility.

The Press Officer, Alan Kind then said that publicity had been given, some bad, in the Cumberland News which had been replied to by himself and David Howe and some good. He also reported that he had received a copy of the Draft North Yorkshire Moors National Parks Review in which Trail Bikes were regarded as a noisy menace. He had not received a reply from his direct challenge to the Officer in charge to substantiate this unfounded smear. The cost to the ratepayer of this lavishly produced report was noted and in the opinion of the meeting would have been better to have spent the money on Rights of Way. Alan Kind reported that favourable publicity had been published in Trials & MotoCross News, Motor Cycle News and Which Bike. He had sent a press release to all the quality daily papers about our co-operation with horse riders and their events but to date nothing had been printed. His local group had assisted some long distance walkers on a sponsored walk.

The Display Stand that he had constructed for use at Exhibitions was at present with Howard Wadsworth and was available to all members. He had offered to guide magazine editors in trail riding but had not had this offer accepted to date. He asked that the members who live in a constituency represented by an MP who was a motorcyclist, or better still a trail rider, could they let him know – 1 West Blackdene, Wearhead.

He also reported the complete absence of black and white photographs for publicity purposes and asked the committee's permission to obtain a camera for this purpose – this was agreed.

The Chairman then explained the practical difficulties in obtaining the insurance cover that we wanted and his despair at the inefficiencies of this company. We then had a break.

Brian Thompson then gave his report as Rights of Way Officer, he started with the Ridgeway saying that he had a reply from the Countryside Commission that following local adverts they had appointed six wardens. Signs had been erected on crossing points of the Ridgeway except in Wiltshire, from Easter.

The Spicer Committee was conducting an Inquiry into the extent of ploughing up of rights of way, some counties had reported that as many as 80% had been ploughed. Brian had a problem with riders who may be prosecuted for riding on unclassified county roads and would be putting a motion to the AGM. Brian said that it has now taken the Department of the Environment two years to decide the future of uncompleted right of way reviews and still no decision was forth-



coming. It was thought likely that uncompleted reviews would be scrapped. He also reported that there was a possible change in the law on trespass with fines of up to £200 per offence (rather than Civil Law, as at present) this was being closely watched. He also reported that the DOE had issued an instruction that it was the Duty of County Councils to accept that a County Maintainable Highway had vehicular rights of way, unless they had conclusive evidence to the contrary, rather than leaving the onus of proof on the user. Brian reported that he needed a new typewriter and that the model that he had in mind would cost £467. He thought that the ACU/BMF Countryside Committee would meet half the cost. After discussion it was agreed that more research was needed and this should be reported to the AGM. Ian Thompson then asked that although a close watch was kept on the Ridgeway, shouldn't we also look to other areas such as Salisbury Plain where all Rights of Way except vehicular had been extinguished and the army closed these for firing/target practice. Brian noted that the MOD had Crown Privilege and could not be prosecuted, but letters of complaint should be addressed to the Land Agent, who was sensitive to public opinion. Harry Ball reported that his group rode many lanes in Worcestershire that were marked as Bridleways on the Definitive Map but that they had been claimed as Byways within the last three years.

The next item was motions for the AGM. The Editor suggested that there should be a £2 joining fee to cover the cost of setting up the system, new member literature and to deter the 'alternate year' members. Dave Andrews opposed this on the grounds that there were no actual extra costs as all the work was done free by volunteers. The Membership Secretary asked if this would apply to lapsed members with a few years gap. This was discussed and resolved that its actual operation would be up to the Membership Secretary to be as flexible or rigid as needed. The meeting did not support the motion.

The Chairman then asked for Brian Thompson's motion that all members should be entitled to legal support if prosecuted for riding on green lanes — if vehicular rights exist. Howard Wadsworth pointed out that there was an anomaly in that members may not be aware that rights exist at the time of riding. Seymour Moss pointed out that this was an open ended commitment and could be widely interpreted and should be tightened. A precise definition was agreed.

Alan Kind suggested that there be a reduced rate of membership fee for pensioners, but when asked what age of pensioner and how it should be proved, the motion was not found to be practical and was withdrawn. The agreed motion for Brian Thompson was that 'The TRF will give assistance, as deemed necessary by the executive committee, to any member summonsed for riding on any green roads with known vehicular rights of way'. This was moved and seconded for discussion at the AGM.

Richard Marshall reported that he had had some stickers printed and proposed sending them out with membership renewals, otherwise they would be for sale at 10p each.

The meeting closed at 5.10p.m.

## THE FIRST RUN

I started trail riding about two years ago, and soon after joined the Exmoor Group. Up until I joined my trail riding had consisted of the occasional visit to the Quantok Hills not really knowing if I was 'legal' or not.

Then one Tuesday, lo and behold, in the local press an article announcing the inaugural run of the newly formed Exmoor Trail Riders. A quick telephone call

to Ian Thompson to get further details, and two weeks later I duly arrived at the arranged meeting place.

As I surveyed the gathered clan, the 'professionals' dressed in their belstuffs and trials suits, complemented by motocross boots and gloves, and the new boys like me, dressed in a variety of riding gear, from leather jackets to one piece nylon suits, from combat jackets to Belstuffs (at least I had a Belstuff), and footwear ranging from Derri boots to Desert boots. Do you really need motocross boots for trail riding I wondered to myself? Later in the day this question was answered rather painfully when my Derri boot failed to protect my shin from a protruding three-inch thick branch. I still have the scar to this day to remind me of my first 'real' trail ride. Needless to say I now own a pair of 'Sidi' motocross boots. Lesson number one learnt.

I shall never forget that first run. By the time we had ridden the first couple of lanes I realised that the standard tyres on my DR400 were about as much use as racing slicks in the rain.

Luckily I was not alone. The other newcomers were experiencing similar problems. The lanes were very muddy, it being the end of January. One lane in particular, a steady climb, no problem to the 'old hands', their machines fitted with knobbles or proper trail tyres, was like a battlefield to the novices. Bodies and bikes littered all over the place. This was only about the third or fourth lane we had ridden but one lad riding a modified Triumph 500 had already had enough. He did a quick 'about turn' and that was the last I saw of him.

I was determined to last the day. No way could I go home early or the wife would never let me live it down, especially after all the hours I had spent in the garage the week before, preparing the bike. For the rest of the morning I pushed, heaved fell off, and sometimes actually rode the lanes en route to the dinner time stop at a hospitable inn. (Does he really mean 'hospital'? Ed.)

That pint was the best I had ever tasted. Another one and I was raring to have a go at anything. Even the notorious Bury Hill that the run leader kept mentioning accompanied with an evil laugh. After all it couldn't be any worse than this morning — could it? Fully refreshed off we set again.

The DR had never been so filthy, absolutely plastered in mud, but at least for the first time in it's short life it looked like a real trail bike!

I was soon to discover that a couple of pints had not made me into a instant Malcolm Rathmell, as I slithered, and on the odd occasion, rode my way along the Somerset lanes towards Dulverton.

"The next one's Bury Hill." announced the run leader, "You'll enjoy this one", he quipped. As time was going on and it was already getting dimsey, he also announced that this would be the last lane of the day. Thank God for that I thought to myself, although I didn't wish to outwardly show my relief.

Twenty minutes later, battered, bruised and completely exhausted, I knew why, when Bury Hill had been mentioned earlier, it had been accompanied by that evil laugh. I can only describe it as trying to ride up the side of a mountain which had been liberally covered in grease. My 'DR' could get no grip whatsoever. I lost count of the number of times I fell off and stalled the motor. Then having to re-start it, or should I say try to re-start it, Kick, Kick, Kick, Kick! By the time it fired I was too knackered to continue anyway! Eventually I made it to the end of the lane, barely able to keep the machine upright through exhaustion.

"Hope you all enjoyed the day and will come again" said Ian Thompson. At that



moment in time, feeling shattered and faced with a thirty mile ride home, I wasn't sure that I would. Funny thing though — almost two years later I'm an addict. The old saying that practice makes perfect applies — along with some decent tyres on the 'DR'!

I have ridden Bury Hill on numerous occasions since that fateful January day without falling off or stalling the motor. It no longer seems so steep either, and I arrive at the end of the lane with breath still in my body. Perhaps that has something to do with my recently acquired lightweight (compared to the 'DR') Honda XL185 — lovely little bike.

The 'DR' is now relegated to road work only. I bet it's as pleased about that as I am.

Peter Selley, Exmoor Group

Dear Editor,

After reading the Rights of Way News in the latest TRF magazine I wish to become one of Brian Thompson's critics.

As a YHA Life Member of 24 years standing I fail to see how 'the RA regard the YHA as their private club'. When I first joined the YHA in 1969, members were able to use vehicles to get to Hostels from which they could walk, etc. Later the YHA became more enlightened and provided car parks for cars and bikes. It is not a sin to use vehicles when hostelling. In the '60s I regularly used a Lambretta scooter to reach hostels. The YHA has a very large turnover and is desperately trying to move with the times — you can now book by credit card — and perhaps this scheme for off-road motorcycles is a move in this direction.

Brian 'goes on' about trail riders being unwelcome in National Parks and no doubt has lots of evidence to support his statements. As a member based in the Lake District and who has ridden in the Peak, Brecon Beacons, Yorkshire Dales and Yorkshire Moors and Northumberland the evidence must be minimal. Peak Park Wardens *will* be after riders on Cut Gate — as Brian says, it is not a *road*. After all, it is part of their job in protecting part of the Peak from mis-use. Kathy and I are now Voluntary Wardens in the Lake District and many of the full-time Rangers know of our TRF involvement but welcome us. In training we are taught to report riders if we think that they are where they shouldn't be, i.e. on a fell top, footpath or bridleway and the Chief Ranger will check out the incident with the rights of way and legal people at head office. But if the rider is where he should be, e.g. Walna Scar or Garburn we are to leave him alone as he has a legal right of passage. Is this attitude unfair?

Over the last five years we have visited many Wilderness Areas and National Parks abroad e.g. Grand Canyon, High Sierras, Appalachians, Sinai Desert, etc. where access is for foot traffic only by permit. We can really appreciate a well managed countryside with no intrusions of man-made noise. In this country, at last, the walking fraternity is putting its own house in order. There are now wonderful examples of trail management at Sty Head, Stickle Gill, Skiddaw, Tarn Hows, Malham Cove, etc. Would it not now be time for us to follow their example and that of the US trail riders and clean up our act?

Some roads are over-used. On Sept. 10th we walked down the RUPP part of Gatescarth and even after a dry summer it was well rutted with bike tracks. Some drainage work needs doing here. Bogs may give 'a good blast' but the road gets ruined and the whole ecosystem destroyed. The complaints about fast riders, noise, large groups and illegal riding are still with us. Brian even cites cases in his

Rights of Way News. I know that we ride in beautiful countryside because it is beautiful but these areas do need *our* respect too and we need the respect of other road users. A few friends out for a potter will not be noticed, but a group of 15 'blasting' (RA jargon) along a dubious bridleway not slowing for a group of walkers will create an uproar. Some riders believe that is what they joined TRF for.

And to close. Why Brian do you mention Margery Price in Apologies? It is completely out of context with the rest of the paragraph!

Yours sincerely — David W. Howe  
Hon. Rights of Way Officer, Cumbria Group, TRF  
3 Greenfoot, Mealsgate, Carlisle CA5 1DF

To reply for Brian, who rarely needs my support — he said that the RA regarded the YHA as their private club, your view and probably that of the YHA are at variance with this view, but (the RA) they still may hold this view, just as a householder may view the lane to his house as his private drive, even though it may be a public maintained highway.

## RIGHTS OF WAY NEWS by Brian Thompson

### COAST TO COAST TRAIL RUNS

The TRF are planning the longest and most ambitious trail rides ever. The first to be held next May will be a two day ride from Bridlington through the Yorkshire Wolds to the Dales then after an overnight stop, complete the 150 mile ride in Morecambe, Lancashire, plus a possible crossing of Morecambe Bay (if the tide is out!).

Entries will be limited to 50 members. Also at the early planning stage is an even more adventurous trail run from Port Talbot in South Wales via Sarn Helen and Monks Trod, 200 miles to Colwyn Bay in North Wales. I shall be writing to the several TRF groups and other clubs in the Wales area soon seeking help and provision of party leaders.

The Wales Coast to Coast run will also be a 2 day event with about 120 miles on green lanes and may be held next summer. I stress, both rides are *non* competitive. The Yorkshire/Lancashire run will be known as the John Ebbrell Memorial Run.

John Ebbrell founded the TRF in 1970 and did most to popularise the new craze from the USA. He was killed by a lorry in 1974.

Further details of both long distance runs later in this column. I would like to hear from anyone who can help with either run. I am already working on suitable routes.

### TRF KAWASAKI RAFFLE

The Raffle due to be drawn at the ISDE was actually held over to the TRF AGM. Winner of the first prize of a brand new Kwacker 125 trail bike (kindly donated by Kawasaki) was Miss Gillian Evans of Church Stretton, Salop. Runner up was Jill Nichols from Llandysull, Dyfed.

The new influx of female interest in the TRF doesn't stop there. Attractive Rosemary Swindells, 87 Whiteways Road, Sheffield 4, is to be the new TRF journal



editor in 1984. I am delighted to welcome Rosie to the hot seat because no other job in the TRF is as important especially for those members who have no local TRF group. I enter my 10th years as Rights of Way Officer. New Secretary is John Higgin from Reading, Berks. Alan Todd, 69 year old veteran rider from Cumbria was made an Honorary Life Member, in recognition of his vital part in saving the Lake District during the 15 Public Inquiries held 1980/2. We tried to reward Alan with something more substantial but he prefers the simple recognition of his motor cycling colleagues.

### BEWARE OF THE BULL

BMF trail rider Alex Grant from Ayrshire in Scotland found his way blocked during a summer run by a fearsome bull. The bull who took an even bigger dislike to trail riders than the Ramblers Association, charged and knocked him off his bike, resulting in extensive injuries. This is the first known bull versus trail bike clash. The dangerous animal had escaped from a nearby field due to a negligent farmer. Alex has spent 3 months in hospital. The police refuse to prosecute. I have advised Alex to start civil proceedings.

### SITUATION IN WALES

With the ISDE over the ever popular green lanes in Mid and North Wales return to normal, but not if the Council for the Protection of Rural Wales has anything to do with it. They call for action against illegal use of existing rights of way and also against enduros and rallies. They say it is up to amenity organisations and public spirited individuals to inform the police. The Ramblers Association now have full time staff in Wales and they support the CPRW's pressure to restrict motor cycles to selected areas only.

Meanwhile Adrian Walls of the N. Wales TRF Group has, against all odds, managed to save about 75 Byways in Clwyd. The group meet on the first Wednesday in the month at the Fox & Grapes in Hawarden, Clwyd. Any trail rider is welcome, TRF member or not.

Adrian is now turning to the 200 lanes at risk in Gwynedd and this summer I explored many of the Byway claims I first rode 20 years ago. One of the best is Bwlch Ddeufaen that runs for 8 miles from Aber near Llanfairfechan to Roewen, 4 miles south of Conway. User evidence for this old track is badly needed to ensure it is kept open. At the moment it is designated a 'footpath' four foot wide, which is laughable because it is a Roman Road 10ft wide all the way, and in good condition. Drop a line to Adrian at 'Bryn Hyfryd' Moel y Crio, Halkyn, Holywell. Still in Wales we have a RUPP (Road used as path) up for diversion unless someone objects to Ceredigion District Council in Aberystwyth before November 14th. Details can be inspected at the Town Hall, and the RUPP is a popular one, No. CRF34/45 Lluest, Ciliau Aeron, near Lampeter. I have notified the Welsh Trail Riders Association ACU. The rest is up to you.

### YORKSHIRE DALES CLOSURE

Skipton Magistrates have allowed our adjournment application in order to prepare our case to object to the closure of the Raisgill/Halton Gyll track. No date for a new hearing yet. This old road is a long-standing Bridleway to Byway upgrade claim.

### TRAIL RIDERS HELP OUT AT HORSE TRIALS

Members of the TRF have been busy this year assisting at horse trials held by the Endurance Horse & Pony Society and British Horse Society.

At all these events we were asked to provide either marshalls, markers up, helpers or stewards mounted on quiet trail bikes. From 6 to 20 riders were involved . . . at an EHPS event at Goodwood in April. A 40 mile ride.

The EHPS 100 mile Summer Solstice Ride from Plumpton to Petersfield in June, plus another EHPS 25 mile ride around Lewes in July. We have also been asked to provide marshalls and help with marking up for the official BHS 2-day long distance ride planned for October.

All the above were provided by the TRF Sussex Group.

On March 6 members of the TRF North Midland Group provided stewards for the BHS 2-day event at Oulton Park and received tremendous praise. The same TRF Group have been asked to help at all future horse events at Oulton Park, and provided help at the event on 15th October.

In Somerset TRF members helped at another EHPS event in July.

The Derbyshire TRF Group provided marshalls and helpers for the EHPS event held at New Mills in July. Ten riders on trail bikes worked hard from 8a.m. to 6a.m. and collected markers after the event.

So grateful were the EHPS that they sent the TRF a cheque for £25.

At the One-Day Event on 3rd September at Liphook, Hants, trail riders acted as mounted messengers. The event raised £400. £200 for the Headley Bridleways Group and £200 for the Bridleways and Byways Trust.

Organiser Guy Robinson said that this year they have involved the trail riders because we firmly believe that all users should enjoy amenities together.

This sums up the tolerance and friendship shown towards trail riders by the EHPS and BHS. Others please note!

Our help is not confined to the horse world. On August 21st we manned six check points and carted 10 gallons of orange juice for a Marathon Walk in Weardale, Co. Durham for the Association of Fell Walkers, who are so pleased they want TRF help at all future events.

For the TRF helping out at horse trials gives us an opportunity to show that we can get along together without any conflict. It also allows trail riders the chance to ride on new territory and on land normally closed to us.

Dear Editor,

Brian Thompson

I read with interest the article on trail bike exhausts titled 'Exhausted' and in particular the footnote.

I fitted a SuperTrapp exhaust to my Yamaha XT250 at the beginning of the year and found it, as standard, to be too noisy. However by fitting the advised extras of a Resonator and Quiet Core Insert the exhaust is now as quiet as the original Yamaha system.

The exhaust system, front pipe and SuperTrapp was purchased from Maitland Racing, 17 Southampton Row, London NW5.

David Preskett, 23 Middle Furlong, Bushey, Herts. WD2 3SZ.



Dear Editor,

It was with some interest that I read the comparison between the Sammy Miller and Sylgo Engineering exhaust systems, particularly as my son has one of the latter fitted to his X185 Honda, and I was considering a replacement for my XT250 Yamaha.

Being impressed with the quality of manufacture, finish and noise level (it's quiet) of the Sylgo system on the XL, I decided to purchase one for my XT250 Yamaha. The system arrived by Securicor about three days after posting the order, which is really good service.

When unpacked, it was noticed that the design of the silencer was different from that on the XL. This has an end cap and short tailpipe, whereas mine is of the repackable (circlip in the end) type.

When fitted, I started the engine and was horrified at the noise produced. Not that the sound was unpleasant – just too much of it and totally unacceptable for trail riding.

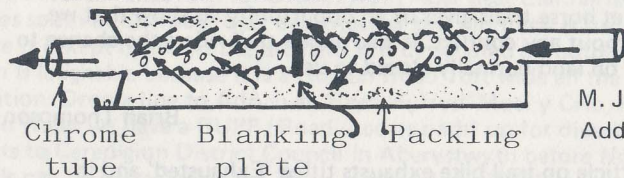
The addition of extra packing made no difference, so various experiments were made to try and reduce the noise level. This I eventually achieved by brazing a small blanking plate in the centre of the perforated tube, so forcing the gases through the perforations in the first half of the tube and into the silencer box, then back through the perforations to exit at the rear of the silencer. The rear of the silencer is concave and this (I think) acts as an amplifier, so a short length of chrome tube was brazed in the end to take the gases clear of this.

At last the desired effect was achieved, a pleasant 'chuffy' exhaust note with no problems caused by back pressure at high revs.

However, this was not to be the end of my problems. On the first trail ride, it became evident that the heat shield supplied was not long enough at the front as I succeeded in melting one leg lag and a pair of lightweight waterproof trousers. I am now in the process of making a longer and lighter heat shield from aluminium which should overcome the problem.

So be warned, all you prospective buyers, it could be that all the Sylgo exhausts are now fitted with the re-packable silencer, in which case they will require modification before use on green lanes.

#### MODIFIED SILENCER



M. Jolly, 49 Herondale,  
Addlestone, Surrey

#### SELECTIVE MIOPIA

It was soon after reading Bill Lawless's book 'Rolling Thunder' about Alan Clews and his CCM bikes that the inconsistencies appeared. When building up the business and travelling to France there was no compunction in indulging in a little smuggling of parts for bikes to help defray the costs and yet later with a more established business that needed financial help from the same authorities that he had deceived he blows his top about the lack of assistance available. Now I am in no way saying that Alan Clews is unique, or even wrong and in the vein of looking for beams in our own eyes and activity that the thought occurred that we give no assistance to under age riders. When I recently attended a display by Dave Taylor, probably half-a-dozen anxious parents asked me where their children could ride their trail bikes 'off road' in safety without annoying anyone else. I had to reply that I did not know anywhere official, but that the police were known to turn a blind eye on a certain enormous roundabout in Basingstoke. There is obviously a large untapped demand and yet when someone tried to start something locally and contacted the planning authority he was given a list of 14, yes fourteen! basic requirements for a semi-permanent site. These included such common sense items as hardstanding for car parking, first aid attendants, secure boundaries and workshops/storage, skilled instruction, etc., all very laudable but also very expensive to an amateur organisation starting off with little money in the kitty, especially if they have to fork out for the land. Now if Brian Thompson, through his Spicer Committee, contacts could get the D. of E. to ask the planning authorities to go easy on their requirements, or turn a blind eye to a good site with few amenities, then maybe a few more could get off the ground. And what is in it for us, you may ask? Well, just look what schoolboy scrambling did for Graham Noyce and you never know how many fathers would join us for the real thing after their offspring had let them ride their bikes, quite apart from the youngsters who enjoy the skill involved who would want to do the real thing when they were old enough.

There is another alternative, and this is a temporary site, just for one day, or one weekend, where planning permission would not be needed. This has the advantage that our local groups could organise a day, to assess the demand, and enjoy themselves at the same time.

One last thought about short-sightedness, I am reminded of the father of a child who was before the bench for stealing envelopes and paper from W.H. Smith's, who said, 'I just can't understand him, he only needed to ask and I would have brought him as much as he wanted from work!'. Think about it!

#### IN THE NEXT ISSUE

John R. Higgin

Those amongst you who are numerate will have guessed that the next issue is the HUNDREDTH since the TRF was started. I would like to make it a special one and with your contributions and advertisements we can do it. Not only is it the Fellowship's 100th issue but my last as editor, so even more reason to have a celebration.

I have some articles in hand (thank you Alan!) and the first (of many) Riders Reports on the Yamaha XT250, sadly now discontinued. Riders of this machine have shown themselves to be a literate lot so far, so the rest of you let me have your observations by 31st December at the latest. This is the last date for copy and adverts for the issue that your postman should drop through your letter box in the first week of February, if you have renewed your subscription, so don't forget. Any practical ideas for a special cover will be welcome. This is your magazine so contribute something towards it. Rosie Swindells may want to write it all herself, so is this your last chance?

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**INTERFACE,**  
PO Box 10, Darlington, Co. Durham DL3 0JL



**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 Lansdowne 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 Falcon  
Mill Road, Buckden, Huntingdonshire**

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

NONE

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

**2nd Tuesday – 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' 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 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.

**1st & 3rd Thursday – Scott Bader Club House (opp.  
Parish Church), Woolaston, near Wellingborough.**

**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,  
Braford on Avon. Tel: 3811.

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

**WYVERN**

John Stokes, 3 Jay Road,  
Kingswinford

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