

# GROUPS

## BRISTOL

Richard Tallon, Tel: 0249 715426  
 2nd Monday, Tennis Court Inn, Deanery Road (A420),  
 Kingswood

## CAMBRIDGE

Howard Biddle, Tel: 0223 232879  
 1st Thursday, Golden Ball, Boxworth

## CHESHIRE

J. Johnson, Tel: 061 427 6963  
 2 & 4 Monday, The Robin Hood, Buxton Road, High Lane,  
 Hazel Grove, Stockport

## CORNWALL

Roger Fogg, Tel: 0726 67198  
 3rd Thursday, London Inn, Summercourt (A30)

## CUMBRIA

Roger Harris, Tel: 0539 725198  
 2nd Wednesday, Albert Hotel, Bowness on Windermere

## DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, Tel: 0742 748688  
 2 & 4 Tuesday, The Old Crown Inn, Handsworth Road,  
 Sheffield

## DEVON

Martin Cooper, Tel: 0752 337491  
 2nd Tuesday, The Welcome Stranger, Bickington, Nr.  
 Newton Abbott

## DORSET

Pete Boyce, Tel: 0305 783210  
 1st Tuesday, The Royal Oak, Bere Regis

## EAST MIDLANDS

Graham Chinnery, Tel: 0332 863433  
 2nd Wednesday, Three Horseshoes, Hemmington, Nr. M1  
 Junct. 24

## EAST SCOTLAND

Les Mollison, Tel: 0382 738530  
 2nd Wednesday, Glencarse Hotel, A85, Perth to Dundee Rd

## ESSEX

Neil Gamble, Tel: 0245 461643  
 4th Tuesday, The White Horse, Old London Road, Widford,  
 Chelmsford

## GLOUCESTER

Ron Carter, Tel: 045 382 2707  
 1st Tuesday, Painswick Institute, Painswick, Glos.

## HERTFORDSHIRE

Alan Vincent, Tel: 0923 775263  
 1st Wednesday, The Coach & Horses, Newgate Street, Near  
 Cuffly

## ISLE OF WIGHT

Mick Holbrook, Tel: 0983 866361  
 Last Thursday, Liberal Club, Longford Rd, Shanklin, I.O.W

## KENT

Nick Moon, Tel: 0322 862855  
 2nd Tuesday, Pied Bull, Farningham, Nr. Brands Hatch

## LANCASHIRE

Keith Westley, Tel: 0704 893215  
 1st Tuesday, Hindshead Pub on A49, Charnock Richard

## LINCOLNSHIRE

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 4th Thursday, The Mall, Woodhall, Spar

## LODDON VALE

Don Lewis, Tel: 0252 616359  
 2nd Thursday, The Lamb, Theale, Berkshire  
 NORFOLK & SUFFOLK - To be Advised

## NORTH MIDLANDS

Ray Morse, Tel: 0785 661543  
 1st Tuesday, Leek Area - Contact group rep (above)

## NORTHUMBERLAND

Dave Vaughan, Tel: 091 529 3202  
 3rd Tuesday, Ryton Rugby Club, Ryton

## NORTH WALES

John Mills, Tel: 0477 34425  
 1st Wednesday, Hope & Anchor, Ewloe Place, Buckley,  
 Clwydd

## SHROPSHIRE

Steve Rodenhurst, Tel: 0952 244161  
 2nd & last Wednesday, The Bell, Crosshouses, Shrewsbury

## SOMERSET

Nick Crocker, Tel: 093589 261  
 Last Thursday, The Globe Inn, Somerton

## SOUTHERN

Pete Wildsmith, Tel: 0703 617582  
 3rd Wednesday, The Priory Inn, Bishops Waltham,  
 Hampshire

## SOUTH LONDON & SURREY

Brian Wright, Tel: 081 669 4214  
 9pm Every Wednesday, Epsom & Ewell F.C., West St, Ewell

## SUSSEX

Bevis Billingham, Tel: 0243 585128  
 Last Thursday, Selsey Arms, Coolham, Junct. A272, B2193

## TEESIDE & NORTH YORKS

Leo Crone, Tel: 0325 380117  
 1st & 3rd Wednesday, Station Hotel, Stokesley

## THAMES VALLEY

Bob Williams, Tel: 0990 24958  
 3rd Monday, District Arms, Woodthorpe Road, Ashford,  
 Middlesex

## WEST ANGLIA

David Knight, Tel: 0933 313816  
 1 & 3 Thursday, Scott Bader Clubhouse, Opp. Parish  
 Church, Woolaston, Wellingborough

## WEST MIDLANDS

Dennis Hayter, Tel: 0527 23550  
 1 & 3 Thursday, Wilmcote Mens Club, Wilmcote, Nr.  
 Stratford on Avon

## WEST WALES

G. Jones, Tel: 0239 810255 - Meets to be arranged  
 WEST WALES (WTRA), Bill Kershaw, Tel: 0633 895241

## WEST YORKSHIRE

Charles King, Tel: 0484 686383  
 1 & 3 Monday, Frizinghall Con. Club, Lynthorn Road,  
 Frizinghall, Bradford

## WILTSHIRE

Bill Riley, Tel: 02216 3811  
 1st Tuesday, The Toll House, Holt, Trowbridge

## WYVERN

Gwyn James, Tel: 0902 763824  
 Every Thursday, Hill & Cakemore Ex-Servicemen's Club,  
 Victoria Road, Blackheath



# TRAIL

APRIL 1991

No. 153

The Bulletin of the TRF, the National Club for all who wish to ride Legal Motorcycles on Legal Carriageways.

EDITOR: Mike "Nettlebed" Pedley.



Fred (our Printer) and XR250 near Coniston heading towards Walna Scarr.

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Try to make it interesting! . . . .

All contributions to the Editor



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## EDITOR

Nettlebed is back!! Yes, after a months holiday in the Florida sun it's good to return to the green hills of the Yorkshire Dales. My thanks must go to the team who produced March's edition of the mag.

The weather in the Dales has been particularly bad this winter with cancelled runs due to the snow and plenty of rain. the latter does not of course prevent an enjoyable days riding but I've definitely enjoyed having the sun on my back for a few weeks!

If you cannot go riding though, it's an ideal time to do a bit of research. If chasing round Record Offices is not your scene, there are plenty of books and maps which can reveal the presence of a right of way and often provide useful user evidence, though assisting trail riders was perhaps the last thing on the authors mind! A couple of useful books covering Lancashire Groups riding area...

1. "Roads and Trackways of the Yorkshire Dales" by Godfrey N. Wright.

2. "Roads and Trackways of the Lake District" by Brian Paul Hindle.

(There is also a 'Welsh' one in the same series I believe - all published by "Moorland" who seem to specialise in this type of publication).

Another excellent book, though covering a very small area is "Saddleworth Surveyed". This is published by the local Historical Society and gives exactly the kind of detail you would obtain from several days research in a records office. Local Historical Societies often publish works of this nature, so it may be worth checking in your own area.

I was going to mention the 'blue book' ("Rights of Way - A Guide to Law and Practice" by Paul Clayden and John Trevellynn) - then I remembered that a chap called Brian Thompson was going to publish an addendum, correcting all the anti-Trail Riding errors - did it ever appear? Is Brian still alive and kicking? I personally always enjoyed BGT's writings in TMX, MCS and of course this bulletin. Is there any ink left in your pen Brian or for that matter, petrol in your bike?

No doubt there are many other useful books available. How about sending in details of your favourites and in a future issue we will list them so that all members may benefit. Just let me know the title, Author and Publishers and I'll do the rest.

Incidentally your friends may have copies of the old one inch O.S. maps. These contain a wealth of information which has mysteriously disappeared from present editions. Finally, did you read the one about the motorcyclist who returned to the spot where he'd parked his bike only to find it gone? He looked around and saw his pride and joy being ridden by three youths (yes all at the same time!). He naturally gave chase and presumably in frustration, exasperation, panic or what have you, flung his crash helmet at the trio. This act caused the rider to loose control and crash. None were wearing helmets and the rider was killed. Poetic justice you may think - the Law does not agree - the motorcyclist is now being charged with manslaughter! Unbelievable, but true - though at this stage I don't know the outcome of the case. Lets face it, anything you did to the rider of a bike - even clobbering him with a rolled up newspaper could cause him to loose control. Basically, what the law appears to be saying is when you see your bike being stolen you cannot do a thing - just stand and wave it goodbye, but don't wave too vigorously, it may distract the thief and cause him to crash!

**NETTLEBED**



# LETTERS

## PETERBOROUGH DIRT BIKE SHOW - 21st to 24th February 1991

The organisers had promised lots of people, lots of publicity and a well signposted route to the show and the first to go down was the signs to the show. Not that Peterborough is difficult to find your way around, you just get dizzy with all the roundabouts (and I come from Basingstoke). However after an early start I arrived at 10.03 and set up the display and at 2pm the visitors arrived - both of them! Well it wasn't quite that bad but we certainly weren't busy. Alan Wilkinson helped out with local (Lincolnshire) knowledge and we had plenty of time to see the show and watch the dancing. Friday was not very busy either, but opening at 10am instead of 2pm made it feel longer. Fortunately the local helper couldn't arrive until 5pm so I wasn't embarrassed with two many bored helpers. The organisers had hoped that this show would take over from the Bristol Show as the event in the Dirt Bike year, so they must have been disappointed. I don't know if it is the local economy, the national economy or just apathy but the punters were just not coming in, Saturday was to be the big day.

Fortunately Saturday was fairly busy, we signed up a few members and preached the gospel of Trail Riding to the rest, the local groups should have lots of interested members at their next meeting, if even half of the promises made to me are kept. All the usual questions about can I buy a book for trail rides? Do you give me a map with all the green lanes on when I join? And what do I get for my £12.00?

Sunday, the last day - at last. Concrete floors can get very wearing on your feet after a few days. Plenty of people before lunch, then a lull, then quite a lot of families after lunch even late in the afternoon they were still coming round, until 4pm, then suddenly silence, everyone drifted off and we packed up, by six o'clock the official closing time the hall was empty not only of customers but of display stands.

Was it worth it? Well if we hadn't gone we wouldn't know, and I think that we did reach a different audience and get the Fellowship known both to potential members and to the trade who could advertise in our magazine. Worth repeating, not next year, but possibly the year after. Thanks to Mike Saunders, Howard Biddle, Vince and Malcolm Collins for your time and to David Edgar for the bed and breakfast.

*John R. Higgin, Hants*

### **O wad some Pow'r the giftle gie us**

#### **To see ourselfs as others see us**

We'd left the car at Aisholt village on the eastern end of the Quantocks Ridge. It was around 9.30 am as we struck first west along the southern edge of Great Wood. The two of us, Brian Milner and I, both TRF members, had decided to ride a few trails that Saturday in November - an impromptu, informal affair. Two "fellows" on an outing, sharing the pleasure of the English countryside in winter.

The weather was overcast and COLD. I'd never worn so many jumpers. I was even wearing my heavy Rangers jumper, provided FOC for the AONB. It had been a real effort to leave the warmth of the car and the steaming hot coffee Brian had thoughtfully provided. Nevertheless we were

going to ride a few trails on the exposed old coach road from Wills Neck to West Quantoxhead about 16 kms to the north-west. We reckoned few people would be about that day. They'd all be out doing their shopping at the local supermarket. That left more room for us to enjoy the solitude and scenery of the Quantocks Ridge.

Aisholt Common dropped away on our left to a pretty combe. Although shrouded in mist, it only added to the atmosphere. We climbed the rough slopes of The Slades and headed north-west to Crowcombe Park Gate, passing a couple of walkers en route.

Crowcombe Park Gate is a much-frequented "honey-pot", to use the less than complimentary term of the local authorities and Ranger Services. It's also a favourite starting point for the Somerset (formerly Exmoor) TRF but they weren't out that day. Neither was there the usual agglomeration of parked cars on the edge of the narrow tarmac county road that breasts the Quantocks from Nether Stowey to Crowcombe.

Somewhere near Hurley Beacon (named after Liz of AWDC fame?), as we headed still westerly, a bright light appeared on the horizon and then another. Shapes began to materialise and take almost human form. They rode in echelon - an advance guard of Centaurs it seemed, descending Thorncombe Hill, in the shape of a broad arrowhead.

Who were they, those sinister shapes emerging from the misty ridge? Were they highwaymen ghosts searching, out of their time, for carriages to plunder? Had these not wheels though, not hooves to carry them onward, these riders of the 20th century?

We stopped, did Brian and I. Better make friends and say, "Welcome strangers", in these barren wastes. The riders formed a semi-circle - Red Indian style. I studied their faces for recognition. Their stallions I'd seen before - KMX 200s, a new Suzuki DR 350 and similar examples of the modern steed.

Examining those expressionless physiognomies through Darth Vader masks, their eyes met ours. One pair seemed familiar, almost benign. Dare I speak to this creature of such foreboding? I thought I'd risk it, loudly proclaiming that, "We are TRF members too", hoping our presence on those hills would not be resented.

The leader struck me as being friendly. He spoke as if he'd met kindred spirits, which indeed he had. The encounter was to have a happy ending after all. We went our separate ways. Milner and me to lunch overlooking St. Audries' Church and the school of the same name which, unhappily will close this July, victim of economic circumstances.

The 'centaurs' headed on east, anxious to get off the hill before the Quantocks again resounded to the voices, hooves and feet of more normal visitors. Despite their garb - motocross masks and clothing, competition numbers on some machines - they were members of the same human race, citizens of the realm, just like us, out for the day, rejoicing in the exquisite pleasures of exploring England at its finest. They were, like us, doing it their way.

What then can explain that brief "frisson" when I saw the group approaching? After all, am I not a motorcyclist, trail-rider and father-of-two myself? So is Milner, he who bears the same forename as the 'leader of the pack' we met by ancient tumulus bare.

And yet, I nearly failed to say, we were pedallers on the trail, that day.

*Gwyn Thomas. Wyvern Group*

### **Southern Wimp**

The carping comments in the January issue, by that Southern 'wimp' Higgins, has forced the East



Yorkshire Group to expose ourselves; we will also tell you that we are alive and kicking. However, for the past few years we have been operating 'undercover', influencing the thinking of the dreaded ramblers, by quietly riding the lanes in small groups of 20. We have found this number to have the effect of convincing most walkers that we have a right to be there, even to having gates opened for us.

However, now all is revealed, our clandestine meetings will be open to the less worthy, these being held at 8 pm, Kellingley Social Centre, Knottingley, 2nd Wednesday in the month, under leadership of Willie Eckerslike, alias Big H: It may be that because the E.Y.G has a very large fan club, attendance may be by appointment only, but we remain magnanimous by allowing anything or anybody to come for now!

*Howard Wadsworth. Gowdall, Nr Goole (Panther 650 Sloper Enduro)*

#### REPLY TO AUNT MARY'S

I have been a member of the T.R.F for approx. 8 years and have never in this time participated in any official event, in fact I now no longer own a bike and have not ridden for approx 4 years.

I have remained a member because I believe in what the T.R.F are doing, and thought that my support and membership would help the cause, however, having read "Aunt Mary's" comments in the October issue I am obviously mistaken, and find that the T.R.F would be better off without my membership.

After some consideration I have decided to renew my membership, as I can't believe that "Aunt Mary's" views are necessarily those of others. However please consider when you are down to your last dozen or so "dedicated", members, how much "weight" you will then carry.

*Roy Finth*

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# MOTOCROSS

## RIDING TECHNIQUES

## RUTTING

On this, the better side of the hill, we say that there's only one good thing comes out of Lancashire, - that's t'road back to Yorkshire! But now, something else, the Lancashire team are giving us a great TRAIL.

In March Tim Stevens gave us all some benefit from the way he earned his wrinkles, brought on by getting across ruts and water over the years. Whilst I wouldn't argue with anything he says about crossing water, he must have suffered to learn so much, I'd like to add to his ideas on 'rutting', I must have suffered more than he.

Ruts are insidious, they have a mind of their own, if we had any sense we wouldn't get in them at all, but they're part of our life and there, here we go, we're committed and usually feel we're going too quickly. Concentrates the mind doesn't it?

Try this, stand up, keep throttle on and really shake the handlebars, left, right, left, right, left, right and so on. The rut should surrender. I'm serious, be aggressive - go for it.

If you're in a groove that you can see you need to be out of, say to the right, keep your weight central over the bike, steer to the left a little, commit your weight to the right and turn right, roll the throttle off a little so the back wheel doesn't break grip, again you'd be better stood on the pegs. Hey presto, how're you doing so far?

Another useful trick in the deep stoppers that often occur in forestry and soak up all your ground clearance. Get off the thing, walk round to the front, lift the front wheel onto the firmer side of the rut, go back to the middle, start it up and walk or paddle it along keeping the front wheel up out of the rut, it reduces the grounding problem, and can work for you in some sticky situations.

Similarly, in very narrow, winding, one-track lanes, steer the front wheel high on the banking on the outside of the turns, it saves grounding the pegs on the inside. Try and keep your weight mobile over the bike, again, on the pegs is best. It really is hard work flailing legs from a sitting position, have you noticed?

Now, do you want to play? Find a hard minded rut or an edge running along level ground, see how far you can ride along with your back wheel down and front wheel up on the edge, both to the right and then left, again up on the legs. You'll be surprised how a bit of opposite - lock riding can bring a smile to your face.

A warning though, they can't be taken for granted, I came an Almighty Tosser last year in a most innocent looking groove in the wet grass above Hawkswick.

Now let's get out there and enjoy England, Ruts and' all.

Thanks again Nettlebed and Co.

*Gordon Carr. West Yorks.*

### THIS MONTHS WAYSIDE SCRAP

"Rutting" - A period of great sexual activity in the Deer Tribe.



## ARIELS OVER THE TOP

From the Ariel Owner Clubs Magazine, sent in by Geoff Wilson.

### The Corrieyairack Run 1973

Arriving at the Rampian Hotel, Dalwhinnie, was not unlike the Long Distance Run. An impressive line up of Ariel machines, the old familiar faces of their riders, all that was really missing was a customary cheerful greeting from Les Sills such as "Where the bloody hell have you been, you're three minutes late"! Everybody appeared to have had a good journey up, judging by the number of flies stuck on peoples teeth.

All ages of Ariels were represented, from Dick Powell's rigid framed 1939 250 through to several young swinging arm models. There was also a representative of an obsolete make from an obscure corner of Hall Green, whose rider was suffering from mousetrap trouble (nothing to do with carburettors).

After a shower, a shave and a change of clothes (except for Lynn who didn't really need a shave) we gathered in the bar before dinner to discuss our plans for the ride across the Corrieyairack Pass on the morrow. In view of the descending mist it was suggested that we forget about the Pass and arrange a day trip around the local distillery instead. This was held to be a great idea, but Chopper Henry disagreed, saying that he wouldn't come as he is a teetotaler and he wasn't sitting around the hotel on his own all day.

So 1 o'clock the following afternoon found us leaving Fort Augustus for a long awaited appointment with General Wades Military Road to Laggan. Twenty or so miles of, well, we didn't know exactly what, but from the O.S. map it looked 'interesting' to say the least. The first few miles were a fair initiation for the rest of the trip; plenty of loose rocks, a few hairpins to go up (with a beautiful view across Loch Ness from the top) and some rock ledges, one of which removed the spring from my prop stand. The majestic line up of Ariels (and V....) was broken up as people found their own pace but after about five miles the front riders stopped to let us slower ones catch up. All had gathered except for Mick and Lynn Stroud and Roy Chandler and whilst waiting we were entertained to the amusing spectacle of Dave Sherman's bike being blown off it's stand by the fierce wind. At this point we were 1,300 ft above sea level. Dave wasn't sitting on it at the time so it doesn't count in his annual total (MLB please note). After quite a time there was still no sign of the missing folks and our illustrious and gallant chairman Bob Brassington (who owes me a pint for the compliments) set out to see what had happened to them.

The rest of us carried on across the Pass, leaving Honest Alan Verrall behind to wait for Bob. The word 'honest' is used because Alan actually admitted he had dropped it (we assumed he meant the VH)!

From here on up to the summit at 2,500 ft things became quite exciting, the rocks seemed to get bigger, the track rutted and climbed literally up to the clouds. Shoulders and arms ached from the constant fight with the steering on the loose rocks, legs ached from footing to keep balance and there was the ever present thought that a rock would ventilate the crankcase and that would be no laughing matter in such terrain as we were in.

The trusty singles thumped their way up to the summit where we gathered again in the clouds. It

was a hot and tired group that witnessed the ceremony of the big end bearing and then started a quick inspection of the machines. I was feeling quite upset at having dented my exhaust pipe and silencer but it was the Chopper Henry who claimed the ultimate misfortune of having cracked the sump on the V.... Bob and Alan arrived, Bob with a slipping clutch which he refused to let us cool down in the traditional manner, and also the sad news that the clutch had burnt out on Maico and Lynn's NH and that they were returning to Delaney by road as best they could with Roy Chandler as escort.

Having taken General Wades name in vain several times we started the descent out of the clouds. The view which greeted us as visibility improved was somewhat daunting as the track dropped rapidly down the mountainside by means of hairpin bends with steep gradients between them. There were liberal quantities of water and mud in addition to the usual surface hazards and many of us took unintended routes at somewhat excess speed on our way to the bottom. As Dick Powell and George Penney ploughed on regardless out in front, Dick Henry was still halfway up the mountain broadside across the track insisting loudly that he hadn't fallen off!

The remainder of the Pass was without the steep gradients which had previously been encountered but compensation was provided as the rain started and we encountered more burns to cross. Stretches of the track were so rough that progress was slower than walking pace and Alan and George both removed the springs from the prop stands. So by the time we reached the bridge with the hole in the middle that marked the end of the unmade track only Dave, Bob and Dick Powell had undamaged machines, although Dick's sump guard was beautifully formed around the sump.

We arrived back at Dalwhinnie in time for tea and bikkies to which Bob kindly treated us. Some while later Roy and Lynn arrived and after obtaining a couple of spare clutch plates from Dave, Roy set off again to rescue Mick who was still struggling with his NH. They eventually arrived back in the dark after the rest of us had finishing dinner.

So the Corrieyairack had been conquered by six Ariels and a V... all of which had been ridden there and back. Commiserations to Maico and Lynn whose clutch (on the NH) let them down. Thanks to Roy for rescuing them and also for suggesting we make the trip in the first place as well as doing most of the organising for it. Anybody suggesting a similar trip for next year will be issued with a certificate of insanity and told to get on and organise it!

*Colin (El Craigo) Craig.*

## NOTICE

Attention! Have you used this lane in the last few years, as far back as possible preferably. It is Burghclere RUPP 40 and Litchfield Woodcott RUPP 14 the 'Wayfarers Walk' off the A34 South of Newbury heading west to Ashmansworth, Landranger maps 174 and 185 grid reference 462551 to 430575.

Hampshire County Council are in need of names of users to support the marginal historical evidence that they have for this splendid long lane can then be reclassified as byway, if you have used this lane please contact me and I will forward to H.C.C.

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



I purchased my bike new in October 1979 at a cost of £640. Having started trail riding two years previously using my trials bike, but suffering a sore bum and aching back, I decided to sample as many of my colleagues bikes as possible with a view to buying a trail bike. The Yamaha came out a clear favourite.

On delivery only small modifications were carried out. I removed the indicators, mirrors, made a more substantial bash plate and modified the air filter box by cutting a larger square hole in the top of the box beneath the seat, it improved the engine breathing quite considerably although the induction noise is slightly increased. I fitted a 400 x 18 trails tyre to the rear wheel (there is minimal clearance between the tyre and Swingarm with the wheel in it's forward most position but it has never clogged).

So how has the bike behaved and how much has it cost in it's 11 + years? Well let me begin by telling you that it has covered 6,000 miles, ALL of them on the trail, no other use other than carrying me to a Gold Medal in the Shap Wells Enduro, (an event which took about a year's wear and tear out of both bike and rider). It has also competed in a trial for trail bikes when I shared it with a friend who's bike had broken down, he went on to win the event easily!

It has never let me down, the only occasion it failed to get me home was when a piece of slate pierced the side wall of the rear tyre on Garburn Pass and a puncture repair proved impossible. When only a few weeks old the bike suffered a baptism by complete immersion in a flooded ford near Keswick.

The engine carburettor and exhaust were immediately drained of water, a quick squirt of WD40 and we were on our way again. I rode it all day without stopping the engine and it has never missed a beat since.

The bike has carried me through the Lake District, Yorkshire Dales, North Yorks. Moors, Derbyshire and Wales. So what of the Cost? Very little as you will see:

3 Rear tyres - purchased second hand from a local trials rider.

1 Front tyre - replaced with an improved pattern for more grip.

2 Sets rear wheel bearings

1 Pair rear brake shoes

1 Set piston rings

1 Set front fork oil seals

Numerous chain and sprocket sets (of the cheap variety). I have lost count how many!

I have recently invested in a 520 oversize set at a cost of £37 from Chainmail (who were very helpful indeed) they seem to be lasting much better.

1 Set main bearings. They were replaced because of a slight engine vibration (caused I think by using an inferior oil as the rings gummed up as well). When removed there was no apparent wear in the bearings but, the vibration has now gone.

Altogether a very reliable economical fun bike which has given me hours and hours of pleasure, a valued and trusted friend indeed.

*Roger Harris, Cumbria Group Rep.*

On Saturday night, March 9th, the telephone rang, it was Dave Giles with desperation in his voice! Could I be at the Malvern Inn, Cheltenham on Monday March 11th at 8.00 pm. Miss Betty Hall CBO of the British Horse Society had informed him that 1991 was the Year of the Arrow and the meeting was open to anybody.

"Whats this arrow?" I ask. "Not too sure" says Dave "but it's to do with Rights of Way". I assured Dave I would attend and report back.

I met with John Travell, Co-Rights of Way Officer for Gloucestershire, just before 8.00 pm and we spent 10 minutes moving chairs from the pub to the skittle alley where the meeting was being held. They were expecting about a dozen people and at least 50 people were there.

Carolyn Allison, Development Officer for South and South West, opened the meeting and introduced Hubert Reynolds, Project Officer, who explained about ARROW; Access and Riding Rights of Way. The British Horse Society hopes that in every county a riding route will be identified, with links across county borders and with loops within the main route. Where such routes can incorporate stretches which are available to carriage drivers, so much the better.

Hubert Reynolds explained that riders have a right to ride on B.R. BOATS, RUPPs and of course ordinary roads, although the fewer of these the better in finding links for the riding routes.

They are starting a national survey of bridleways on April 1st using Pathfinder maps (that's the green ones) which they estimate will take 3-4 years. So it will have to be 'Decade of the ARROW'. After the survey they will publish a book with all the routes on maps in the back of the book and also local pamphlets, to achieve public awareness. To promote the project they are going to make a video with Lucinda Green to include all other RoW user groups; RA, TRF, AWD etc.

They are also contacting:

John Craven

Noel Edmunds

The Archers

Emmerdale Farm

John Summer, County Council Public Rights of Way Manager, was then introduced and said that the County council would give this project their full support. Copies of the definitive map are available from them free of charge. he said there are 800 bridleways and 390 RUPPs, many of them to be down graded to bridleways. (So we will have a lot of work to do).

I asked John Summer why the Counties RUPPs were sign posted as bridleways and he said it was only because there were not any signs for RUPPs and at the moment there are not any by-ways.

Charlie Morris (WTRA) pointed out that the British Horse Society had not mentioned UCRs which are also available to them and the TRF have these marked on their maps and could give this information to the British Horse Society.

The British Horse Society's local Co-ordinator, Wing Commander Chris Nelson then spoke briefly about his difficult job and that he was relying on local members to do the ground work in their local areas. It was agreed to have further meetings for progress reports.

So keep your ears to the ground for meetings in your counties.

*Geof Wilkie. Glos.*



I was lucky enough to win the last TRF photographic competition. (Reference issue No 151, the second January issue of 1991 or was it February?!) (*Is this really necessary ?...SCG*)

Maybe there should be a prize to identify both the location and the bikes - I'll help you. The location is near MalhamTarn in the Yorkshire Dales.

Obviously there is a big risk of a camera being damaged on the trail, so unless you are prepared to carry an expensive camera and take the necessary precautions to keep it dry, dust free and well wrapped up as a precaution against knocks and bangs, take a cheap camera.

The camera I use for special occasions when the pictures are for reproduction in the National Monthly Motorcycle magazines, is an Olympus OM10 with manual override, a 80 - 200mm, 300m lens and a light weight tripod. This I often take with me when I take my two wheel drive Dnieper outfit, but not so easy on a small solo!

The main tool I use is a very cheap 35mm Halina 160 with a 33mm lens. This is one of many very cheap far Eastern cameras available for less than £30.00. (The Halina I use is made in Thailand). I keep it in the top outside pocket on my jacket, and is often a bit damp, but so far this has caused no problems. It soon dries out over night.

This type of camera is very light and can be removed from the pocket, wound on, the lens protector slid across and the picture taken in only a few seconds. This minimum time is essential to be able to catch that moment without holding up the group.

The Halina, like many of these cameras is so basic that you can not change the aperture, the speed or the focus. This is achieved by using a small aperture to give good focus from about 3 feet to infinity, but with the penalty of low shutter speeds particularly in dull conditions. In very dull conditions the shutter speed will reach its limit resulting in dull pictures. To avoid this choose a film speed to suit the conditions. This ensures that the shutter speed is working in mid range.

I recommend:

Mid Summer	-	100ASA
Spring/Autumn	-	200 ASA
Winter	-	400ASA

Sometimes it is worth using the weak integral flash in winter just to give a few highlights on the bike and rider.

Get close to the subject, this may mean less than 12 feet to get the bike and rider identifiable.

What is the use of a picture with the rider under the bike 50 feet away, when it can not be held up to ridicule at the next club night!

I tend to use 24 frame films, and run one off on each run for processing the weak after.

I also use the camera to record the lanes themselves; Roman roads, packhorse trails, copse roads, occupation roads, tall roads, turnpike roads and just run-of-the-mill local intervillage lanes. I may put together a montage of these for TRF displays.

Keep snapping and remember; he who carries the camera never has his picture taken falling off in the mud, and he who rides in front of the camera man, is liable to reach stardom. Also remember, the role of camera man is a dangerous one, only take a picture when you can ensure a quick getaway.

*Peter J. Ballard, Lancs.*

It was with some amusement that I read in the March editorial that my message about 'sharing' had got through, that it was in a different context to that originally intended did not surprise me, such is life. March was an interesting month on a number of counts, I will share just three:

1. Hot on my suggestion that we would be wise to strengthen our association with the 'Horse People' came an unexpected call asking the TRF to attend a meeting near Cheltenham about the Year of the Arrow, Geoff Wilkie explains elsewhere in the Bulletin. Clearly, if the BHS people start to survey and record their RoWs we need to be in there early on to influence the outcome, for us it's a tremendous opportunity to ensure that bridleways with vehicular rights are recorded as such and to demonstrate our expertise by showing them how many 'footpaths' on the definitive map should in all probability be bridleways. It's arguably the best chance we will ever get of tackling the errors on the Definitive map. That's if each Group thinks and acts 'positive', put it on the agenda for your next Group meeting. An interesting aside to come out of the Cheltenham meeting is that Gloucestershire only spent £12000 of it's £28000 Row maintenance budget last year. What does that tell you?

2. On the 21st, the first day of Spring the National Parks Review Board published their report and 179 recommendations for the future of the Parks. I have only seen the Summary, the full document has still to be studied, but they have clearly come out strongly against all noisy sports. The following Sunday saw me riding with a companion through the Peak Park, being a popular day we started really early with the intention of completing our run before the crowds were out and about. At a pleasant wooded vantage point near Riley's Graves at Eyam we stopped to finish the last of the coffee. We met three groups whilst we were there: a family of walkers with whom we chatted amicably, the Landowner who was planting trees for the future and didn't mind small groups of bikes at all, and a visiting group of nine TRF lads from Yorkshire with one map between them. 'There's another nine behind us with me mate and the other map' said their leader. With a cheery wave they booted-off, headlights blazing, leaving us to cope with the deafening silence and kick in the wheel-spin grooves. I make no apology for this reference, I will have a similar dilemma in two weeks time when I am leading a run in the Peak: too many 'followers' and not enough experienced helpers - if I don't nail my flag to the mast and say; Small Groups, Maps, and Quiet Bikes only! I'm not being tough on the people, I'm trying to be tough on the problem. Being soft is being selfish.

3. I am delighted to comment on the good things I read in the Bulletin. It's great to read reports from the far N.E. and the far S.W. in the same issue and to hear of the constructive ideas about 'Getting 18 capable Run leaders' in one Group; 'Promoting the idea of Life Membership'; and 'We've done away with Group sub's because we make our money another way'. Thanks to all concerned. Thanks to those who have shown the wilting Jonahs to be wrong. Gwyn Thomas has won Durston Drove on Mendip as a carriageway against all odds and the public Enquiry about 'Uplands' in Avon has similarly been won by the Bristol Group. A single letter from Tim Stevens to Powys saved four lanes. (You should have seen the letter - Wow!) Bevis is off to ride two new lanes on the South Downs, I'm still riding new stuff all the time. Its all out there. *Dave Giles*



## PRESS RELEASE

### IRELAND TO DRIVE ON THE RIGHT

Following discussions with the Ministry of Internal Affairs and representative group of users it has been decided that The Republic of Ireland should fall in line with the majority of it's fellow members of the European Common Market and change over to driving on the right hand side of the road. This also follows the Directive from the Commissioner in Strasbourg that all members should harmonise internal affairs along the same lines.

In order that the change should not be such a shock to the population as a whole it has been decided to make the change over a gradual process.

Plans are briefly as follows:-

#### STAGE ONE:

On Friday 30th March and Saturday 31st March all the signposts and roadsigns will be turned round to face traffic driving on the right hand side of the road.

#### STAGE TWO:

At 11pm on Saturday 31st March all traffic will cease. As from midnight the first traffic will drive on the right hand side of the road. Only heavy lorries and buses will change on the first day, to assess the dangers and as part of the familiarisation programme, all other traffic will continue to drive as normal.

#### STAGE THREE:

On day two all cars and light vans will also convert to driving on the right hand side. This will integrate with the traffic already driving on this side of the road and we estimate will cut accidents by fifty percent on the previous day.

#### STAGE FOUR:

On day three all motorcycles, bicycles and horses and donkeys will convert to right hand drive. Any vehicles of this nature that have not been converted in the time allowed for them to be off the road from left to right hand drive will be taken to the nearest police station and converted on the spot.

After a great deal of consideration it has been decided that this is the most appropriate time to change as it is one of the few times in the year when the first day of the month falls on a Monday. This allows the appropriate work to be done during the quieter weekend period and drivers to mentally prepare themselves for the change over, which, falling on the first day of the month, we think it appropriate to call the changeover day 'APRIL FOOLS DAY'.

*Ministry of Transport, Republic of Ireland, The Castle, Dublin.*

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## BMF / RAC

I was travelling back from a BMF Management Committee meeting when my Harley expired. No warning - just a complete loss of power and I cruised onto a hard shoulder and up to a telephone.

I can cope with most things mechanical, especially on such a simple engine, but this time the fault was electrical - the electronic ignition unit in fact. That's progress for you.

So there I was, standing at the side of the motorway searching for my RAC Sprint card, hoping it had not expired. Luckily I not only located it but found it was current!

Twenty minutes later an RAC patrolman arrived in his van and treated the Harley to a succession of tests to source the problem. It became apparent that there was no chance of a roadside repair so I anticipated a further wait while a recovery vehicle was summoned. not so! The patrol man pulled a single bike trailer out of his van, built it up, loaded the bike and, with one stop to check that the strapping was tight enough, I was on my way home only an hour late.

I was so impressed I bought the company! - not quite but I can certainly endorse the Sprint rescue service.

RAC Sprint is for motorcycles up to 10 years old (We also offer discounts on the RAC Associated Club scheme which cater for older machines) and costs £49 (£59 for new members). If you join through the BMF you will also receive a years FREE BMF individual membership - including a year's subscription to the BMF magazine 'Motorcycle Rider'.

This package is worth £15 and is available only if you join Sprint via the BMF.

Safe riding,

*Terry Reynolds. Marketing Director*

Please contact the BMF for further details



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