

GROUPS

BRISTOL

Richard Tallon, Tel: 0249 715426
 2nd Monday, Tennis Court Inn, Deanery Road (A420),
 Kingswood. 4th Friday; Social Night - Tel. for location.

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, Ring Secretary for details.

CUMBRIA

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

DERBYSHIRE & SOUTH YORKSHIRE

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

DEVON

Richard Arscott, Tel: 0803 612950
 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

EAST YORKS.

Dave Barratt, Tel: 0977 672402
 2nd Wednesday; Kellingley Social Centre, Knottingley.

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, Coach & Horses, Newgate Street, Nr 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

Alan Wilkinson, Tel: 0529 60793
 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

Peter Banks, Tel: 0749 86396
 Last Thursday, The Globe Inn, Somerton

SOUTHERN

Evan Harrison, Tel: 0962 733781
 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

SOUTH WALES (WTRA),

Bill Kershaw, Tel: 0633 895241

SUSSEX

Bevis Billingham, Tel: 0243 585128 Last Thursday, Ashing
 on Soc. Club, Rr. of Red Lion, A24, 9 miles N. of Worthing

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Leo Crone, Tel: 0325 380117
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THAMES VALLEY

Bob Williams, Tel: 0344 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, Duke of Marlborough, Studley, Warks.

WEST WALES

G. Jones, Tel: 0239 810255 - Meets to be arranged

WEST YORKSHIRE

Gordon Carr Tel: 0535 644568
 1 & 3 Thursday, Bankfoot Cricket Club, Wickets Close,
 (off Cleckheaton Rd.), Odsal, 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

FEBRUARY 1992

No. 163

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

EDITOR: Mike "Nettlebed" Pedley.



R. Marshall, 1992 Vice-Chairman and TRF Founder Member.

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Try to make it interesting! . . . All contributions to the Editor
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BRENDAN CHASE B&B. Lake Windermere. From £9.50 each x 4 Sharing. Bike Lock-up. Parking. All Rooms C/H, CTV, H&C. Pub & Grub Handy. 05394 45638.

BULTACO SHERPA 350. Good Condition, New Exhaust. Some Spares. Offers. 0737 350465 (Surrey).

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HONDA XL250S. 1981, 'W' Regd. June MoT & Tax, owner 9 years, VGC. £350. Nelson (0282) 601355 or 36307.

HONDA XLS250. Very good Head, Comp. Rocker Box & Cam. £15 the lot. 0405 860904.

HUSQVARNA 510. 1988, The Ultimate Four Stroke! Regd., Immac. & Reliable. £1600 ono. Poss P/Ex Trail Bike. Curly (0208) 74411, oves.

KAWASAKI KMX200. 1989. 3500 miles. Black. 18" Rear Wheel conversion, Brand New 520 Chain conversion, Spare Sprockets & Tyres, New Battery. 9 months Tax & MoT. The Rolls Royce of Trail Bikes. Editors Spare Bike. £985. 0200 445657 Lancs.

KAWASAKI KDX200. 1988. Exc. Cond. Well Maintained. T & T. £975 ono. Lancs. 0457 873219.

KLR 250. 11,000 miles. 'E' Regd. New Chain & Sprockets. Well looked after. £1100 ono. 0706 825134. North West.

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VT250. 'C' Regd. T & T. Full Fairing. Exchange for Honda XL250 RC. YAMAHA IT175. 1981. T & T. offers. Staffs 0782 502586. Mr. Bennett.

WHEELS Front & Rear for Honda MTX200. Good condition. £25 each. Bristol 0272 614029 Andy.

XR200. Pro-Link. 'Y' Regd. Powder Coated Frame, New Chain. Good Tyres, very clean. £595 ono. 0484 688233.

XT350. 1989. Exc. Cond. 5000 miles. T & T. £1750. 0282 865329. Colne.

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.....Tel: 0200 445657

EDITOR

Steve Griffiths 'Database' idea is attracting a lot of attention - no doubt from those who have expert knowledge of the computer. Unfortunately I am not amongst that fortunate few and perhaps many of our Executive Committee are similarly 'computer illiterate'.

If this is the case leadership cannot come from the top as it were - it will have to be at least planned by someone who is fully familiar with database procedures. Is there a volunteer out there with at least the time and equipment to set up a system where groups could receive a formatted floppy disk and then add their regional lanes and return it to a central 'storage point'? Alternatively, if any group did not have access to a 'decent' PC their information could be written on special cards and returned for entry into the computer system.

Basic information would be OS map references for either end of the lane, but so much other information could be stored at the same time (ie RoW evidence, degree of difficulty - width etc.), that it is essential we get it right first time. Similarly if print-outs are made available to members these could vary with new members not issued with certain 'sensitive' routes in say their first year. The possibilities are endless - any volunteers?

Whilst still on this subject the Weasel noticed a small snippet in MCN's 8th January issue. The Motorcycle Industry Association wants to know if you have "got a good off road route you can ride without being hassled". (Never mind if it's legal or not!).

Well we could give 'em a few thousand but not perhaps to add to "their list of riding areas for motocrossers, trials and trail bikes".

The whole thing is being co-ordinated by Paul Blezard who was (is?) I believe a TRF member. How about letting us in on it Paul - sounds a bit dodgy to me!

NETTLEBED (The Bird Man of Gisburn)

NOTICE

THIS IS THE LAST MAGAZINE YOU WILL RECEIVE IF YOU
HAVEN'T PAID YOUR SUBS FOR '92. DON'T BE FOUND OUT -
RENEW YOUR MEMBERSHIP NOW!!!

'Bike Preparation' - Moderation, Mr. Taylor.

Sir, with reference to the TRF Bulletin, an excellent publication, keep up the good work. Your response to the article 'Bike Preparation' of the last issue was just 'Perfic'.

It's a shame PC Black & White, that you can't see past your blue lights. Why must you take your work home? I agree with your observations in principal but let those who commit some of the more serious offences face the music if they get stopped.

Let us leave our white chargers at the Station, leave the hunting and have a day off. Let your hair down a shade, you may well be pleasantly surprised. I consider myself privileged to ride with the members from my area, they are terrific guys, anyway what's a plastic tank between friends.

The thought of you on your white BMW at the next outing isn't interesting. MacDonalds are selling a Bacon Double Burger with medium fries and medium drink for £2.70, that's interesting.

R. Martin. Birmingham

Another Reply To Mr Taylor

The West Yorks Group, notwithstanding the membership numbers published last November, I think must now have the most numbers of any area. (*Maybe second, Ed*). This being so, we have a high profile and are easy to criticise.

We are well aware that if we are out on bikes that are right, and we are not acting like head-bangers, we have a better chance to defend our case on sensitive lanes. Open-faced helmets also present less challenge to the pedestrians with whom we share the better lanes of England.

A pity that Mr Taylor of Huddersfield shoots us in the foot. Surely all his nine "observations", should not have been in the plural. If he'd make himself known at one of our two monthly club house meetings he could maybe contribute to the good of the T.R.F. and we would also feel able to use his name.

In the meantime, we are on the look-out for an invisible man on a flat-twin ambulance, we'd invite him to spend all day with us next time!

Gordon Carr. West Yorks.

More (tongue-in-cheek) suggestions for Mr. Taylor

Me and me gang, would like to thank Graham Franks and his Leics. Lads for taking us around the Hills and Glens of their area. Us lads is used ter riding in small groups of 20, so we wuz gobsmacked to find 35 ready for the off.

However, thanks to Grahams organisational skills we were broken in to smaller groups, nowt unusual about that you might think. The groups being as follows:- 1.) For bikes with illegal moto-x tyres . 2.) Bikes with plastic tanks. 3.) Those without chain guards or speedo's. 4.) Bikes without road tax or illegal registration plates. 5.) Finally uninsured and noisy bikes.

However, because all the bikes fitted each category, we all rode together but evenly spaced by riding 5 abreast at varying speeds from 15 to 70 mph, thus avoiding congestion at gates.

We in turn invited Graham and Co. to a return match in deepest Yorkshire, but if a carping, whinging, white BMW Rider turns up as well, he will feel the toe of a size 12 riding clog up his RR's.

Peace be with you.

P.S. Hey oop editor, less of the ex-miner pal, Willy's still at t' pick point!

Willie Eckerslyke.

Yet Another Reply To Mr Taylor.

In the January edition of the Trail Mr Taylor complains that numerous motorcycles on a TRF run

were illegal for road use and the editor comments that the condition of motorcycles is the responsibility of the rider.

That is true, in law, the driver using the vehicle may be prosecuted.

That is not the end of the story. Let us rejoin this run a little further on when a confrontation takes place. Farmer Palmer strides out of the pages of Viz and shouts, "Get orff moi land". The run leader removes his helmet and proclaims that this group is the local TRF. "The National Club for all those who wish to ride Legal Motorcycles on Legal Carriageways".

The farmer listens to all the argument for the legal status for the lane and then replies that if you know as much about rights of way law as you do about Construction and Use Regs. and traffic law in general then you know naff all.

He may believe that you are the representative-of the TRF "The National Club for all those etc....." but will ask who that shower with you are from.

All is to no avail and the farmer decides to call his local Policeman who, being only round the corner, is there in a trice. The run leader has decided not to run away before the law arrives and stand his ground.

The Officer arrives to find two parties to a dispute, the actual rights and wrongs of he has no real knowledge, it being a civil matter which the Police are loathe to get tangled up in and will usually advise the parties to see a solicitor. The Parties are a local farmer, magistrate, councillor, school governor and pillar of local society versus a crowd of motorcyclists who may be pillars of other societies but not that one.

After a few moments confusion the inevitable questions are being asked, "Where are your tax discs?". "Where's your speedo?", and so it goes on. Rights of way matters are forgotten as you the TRF "The National Club for all those etc....." are on the defensive, a difficult position to argue your case from .

Then light dawns on the Officer of the Law and he thinks "If this TRF lot know as much about right of way law as they do about Traffic Law, they know naff all" .

He closes his notebook and his mind and nods his agreement with the farmer.

There is a principal of English Law that all parties come to Court with clean hands.

The responsibility for machine condition is the individual's I agree but the result of turning a blind eye will fall on us all as surely as the antics of the moto-crosser practising or the actions of those who are inconsiderate to other users of lanes.

I had better check my bike very carefully before the next ride, but I think that it would pass scrutiny, especially in the sensitive areas of tax, insurance, MOT, lights, silencing, tyres and brakes.

I am aware that this will sound Holier Than Thou but I cannot think of a way to avoid that.

N . G . Crook. Bristol

In reply to several letters, but not Mr. Taylor's

With regard to Dave Dingleys letter in issue 162, membership of any organisation or club depends wholeheartedly on the member. One gets out of membership what you put in- put nowt in - get nowt out. I support many organisations; for instance, my membership of the BBT (Byways & Bridleways Trust) means that all I receive is a bi-monthly journal . But it's not just that, but vital information on rights of way law, which to me is priceless.

As to the free access to information on 'Other' lanes, these lanes are known to the people who have taken their own free time and researched sensitive footpaths and bridleways, OCR's and UCR 's . To let someone who is not conversant with rights of way law loose on these lanes is unthinkable to me at least and it would make the TRF look pretty daft.

When I ride these lanes it is to build up evidence, all logged away in black and white in my book. To let somebody lose the possibility of getting that lane made into a Byway someday is sufficient

to not pass on that information. Should you be of the opinion that there are not enough green lanes in your area, then look carefully at the bridleways and go walk them to find out what they are like - they may be old roads which should be Byways!

As for Steve Axon - it costs nothing to look at your own maps and cross-reference them with the definitive map (which is a public document at your major library).....

The subject of gearing requires you to calculate the number of teeth on the rear sprocket with the number of teeth on the gearbox sprocket. This gives you your final drive ratio. Going up one tooth on the gearbox can easily be calculated but in real terms reduces acceleration and reduces the revs required to cruise at a certain speed. This is about the same as about 2-3 teeth off the rear sprocket. This means one tooth less on the gearbox sprocket gives better acceleration and less top speed, slightly more buzzy feel to the engine and is the same as 2-3 onto the rear sprocket. Also, a chain tensioner is a good idea on any bike.....

Anybody with a DR350 Suzuki would do well to get hold of a copy of the American magazine "Motorcyclist" February 1992 edition. Whilst I normally read this for the big bike hop-up articles, in this month's there is a hop-up of the DR350. It tells of bumping up displacement from 349cc to 385cc or even 460cc, a big-bore carb, ported head, less restrictive exhaust (but quiet to boot), and suspension mods to the soft springing and underdamped wheels. Modded engine means better handling is required and they specify MT17 as being the pukka job. Looking through the latest Acerbis catalogue as they have done certainly gets the digestive juices running, where money is the only criteria.....

To everybody who considers that £15 is getting too much to pay per year for the TRF subscription should do a few sums. Your subs not only gives you the magazine but is good value for 4p per day, or 28p per week, or £1.25 per month. Less than a pint of beer. How many would soon be crying into their pint when as in France, your right to ride our green lanes was removed.....

For good throttle response and smooth operation of the twistgrip, clean the handlebar where the throttle rotates, of any grease. This tends to cause drag. It should ideally be lightly oiled with 3 in 1 and the cables lubricated using a hydraulic cable oiler (ideally) or a plastic funnel. The other mod is using a gold-paladium spark plug - it works great in 2 or 4 strokes, requires less cleaning, does not foul easily, requires less voltage to create a spark and helps starting. One 'V' plug outlasts 2 or 3 normal plugs. The product 'Slick 50' is said to work wonders on all engines, makes it run quieter, improves power, decreases fuel consumption etc., etc., but I'm going to try it in the 750 first. Then, if it works ok, it will go in the KLR600 and the two CB550's.

Tim Gooderson. Kent Rights Of Way Officer

Fact Is Stranger Than Fiction

During school half-term in October 1984, (when my interest in rights of way first started). I was happily engaged in clearing a 400 metre green lane RUPP in my own village. Working alone and as-quickly as my energies would allow, I wanted the job done. The Parish Council had already spent two hours in my home trying to persuade me to desist, a local solicitor had whipped up the villagers into a ferment of hostility and an extraordinary Parish Meeting had been called. I had already received full authority from the Highways Authority, Somerset County Council incidentally!

During the morning of the fifth day, with work nearly finished, I was tidying up at one end when, in the distance I heard the distinctive sound of a hunting horn. The Mendip Hunt were out that day. Ten minutes later and greatly to my surprise, a fox shot out from the Hedge on my right and almost ran over my feet before heading up Dark Lane in fourth gear, followed immediately afterwards by around 20 hunt members chasing the uneatable! One member, even before I could doff my cap said, "Good job of work you're doing, old chap" and with that cantered up the lane to rejoin the pack. Even though the rest of the village was 'anti', at least one fox and the hunt were on the side

of the TRF I thought!

So you see, my dear Nettlebed, foxes most certainly do use green lanes as do many horseriders. They also love to follow the hunt, especially at Christmas time. They don't have to be hunt members to participate. You will be astounded to learn that your recently-retired Public Relations Officer actually followed the Mendip Hunt on Boxing Day with a friend on mountain bikes - well we did for about an hour and a half. We were then 'dropped', the hunt four fields away in the distance, fast disappearing into the mist. Too many people knock the legitimate rights of trail-riders. We must not be tempted to do the same to others whose activities we may not like or understand. Next Boxing Day I have been invited to follow the hunt on horseback. I have accepted! All countryside users must combine in conserving the green ways. To this end, there is now a Mendip Access Forum (very similar to the Devon Green Lanes Group) which meets monthly to plan Byways and Bridleway claims and liaise with various agencies and the Highways Authority. The aim is to try to preserve and extend the network. Horse-riders, trail-riders, 4x4 enthusiasts and cyclists are welcome. The Divisional ROW Inspector, local Secretary of the RA, regularly attends. We are hoping the Chairman of the local carriage-drivers club will come next month. More applications for modification orders to the 'Definitive Map' are in the pipe-line.....

On a different note, could I make a plea to the Editor to get out his Tippet and Thesaurus of English Synonyms? He will then find replacement words for some of the Anglo-Saxon that often appear in the bulletin? Here I am thinking of a letter which appeared in the January 1992 issue when a member made reference to thrashing off the round objects of his XR. If we are to be taken seriously by others, we must raise the standards of our 'prose'. Let us save more colourful comment for the trail where none can hear us! The TRF is a force for the public good - don't let's spoil it. Finally, isn't Tim Stevens' stuff good? Hope everybody takes note!

Gwyn Thomas. Somerset TRF

Demanding Databases

It's sad reading Trail, with the continual court battles to halt extinguishments, where a defeat means a lane lost forever and a 'victory' seems to be just marking time until a future extinguishment. It would be OK if we could expand our stock of lanes in other areas to make good the loss, perhaps by applying for little-walked footpaths to be upgraded to full vehicular status, but there seems to be no way for us to do this.

One thing struck me about the Gloucs. extinguishments in the Jan. issue. The county's case seemed to rest on the twin arguments that a) No motorcyclists ever used the lane. b) Motorcyclists using the lane were causing distress to the landowner. Surely shome mistake...

A final word on the database idea. Whilst I agree that computerised records of lanes would be a nice thing to have, the establishment of an authoritative, national database of green lanes is not something to be undertaken lightly. I would suggest deep thought about what the database is

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to be used for and how its contents will achieve this. Interested TRF members should be polled for suggestions as to what the database could do for them, and someone with much database experience (any volunteers?) should be consulted as to how the database could best satisfy these wishes. Excess enthusiasm and large computer systems don't mix.

Martin Welbank Cambridge.

Trail Riding In Western Ireland

I seem to remember reading reports in the Bulletin, in the early eighties, about Trail Riding somewhere on the West Coast of Ireland. I think there was someone over there who would organise a whole trip, complete with accomodation and guides etc. I've spoken to the lads in the East Midlands Group and the only name that came up was a Mick MacEoin who lived in Limerick. An address and telephone number was given but I can't seem to get any sort of reply from either. If there is anyone out there who has been trail riding in Western Ireland or knows someone who could help, I would appreciate a call or letter to enlighten me.

What is the situation regarding the definition of Green Lanes on maps? In fact what maps are available that show Green Lanes, if any?

Brian Haywood, 2 Glebe Rd., Thringstone, Leics. LE6 4NW

ACU Antics

I recently wrote to the ACU "The consultative body for all motorcycle sport" informing them of the difficulties I was having with Powys R.O.W. matters, due to the fact that their officer was generally anti trail riding and only interested in competitive events.

I had hoped that the ACU Head Office would arbitrate between their officer and myself so that the problem could be resolved.

I was informed that the matter would be discussed at the next enduro and trials committee meeting. Anyway, I was informed that it wasn't. When the matter was raised at the next centre meeting it was hushed up. I have since had a letter from ACU headquarters informing me that they do not believe it to be their concern, and have advised me to take it up with the Mid Wales Centre.

This suggests to me that the TRF had better forget getting any support from the ACU on ROW matters.

Roger Bailey. Radnor ROWO

It's Italian it's long, curly and it aint spaghetti!

After a quarter of a century I've at last found the ultimate tool; its nearly 14" long with an unusual curved end. I bet by now most people reading this would love one. Well it's easy, you buy one.

Mine came from No 1. Gear Moto-X Tele (0460) 65976; also M.S.L. Moto-X have them in their dirty book (0257) 453385

It's £5.00 well spent and is now one of my prized possessions and has made all my other tyre levers redundant, no more swearing, cursing or skinned knuckles.

Happy New Year to You

Den Hayter. Worcs.

Trail Sense

The sound of a four stroke pulling up a steep muddy lane, sometimes in my case, on its own.

The smell of mud and grass coming off a hot engine, even if there is a half ton of it hanging on the back of your wax jacket.

The sight of the river bank you have just cleared, and looking back to see some know-it-all pratt hauling his ass out of the wet stuff.

The feel of cool air on hot body parts, which other beers can't reach.

The touch of a hand shake after leading a good run, then going back to find a lost member.

These I have loved.

M. Troake Devon.

GROUP NEWS

Happy New Year from Northumbria

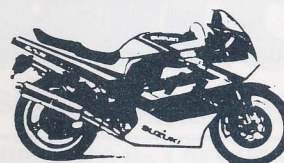
Our toy run was a bit thin, but thanks to those who sent presents. I've had a nice letter from Children - North East, thanking the TRF for the presents. Next year I will pester all the group to attend!

On the rights of way front, Alan Kind is doing sterling work with the new ROW Officer (+ 4 extra posts). Steadily converting minor roads to BOAT status and the recognition of vehicular rights in the Cheviots is an achievement. The proposed Pennine Way Bridleway has also been discussed and our evidence given - I'm sure Tim Stevens will work hard for our rights.....

I was sorry to hear of Steve Neville's trouble with his XR 250's. My four year old XR has never let me down (touch wood) and is good as ever (apart from the occasional poor cold starting). In fact it runs even better than before. Whilst riding in Hamsterly on Eaglescliffe Lane we met Brian Eland route marking for an event. He pointed out I still had the restrictor on the exhaust tail pipe! Next time in the garage the 2 8mm bolts were loosened and the impedance turned out. It is no louder and has more grunt mid to top revs. Ta Brian! (*I removed mine on an XR 250 and it was too loud .ED.*) Phil Chipchase (also on a restricted XR 250) turned out with a new Barum Enduro Tyre (120/90 - 18) - I was very impressed so I bought the Company! - Well just a tyre. The tread is good and should cope with all our mud and bogs up here. I had an old enduro tyre 6 years ago and sold it on my XR 200, I couldn't wear it out and couldn't get any grip either.

Cheers

Dave Vaughan



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RoW NEWS

BICYCLISTS are beginning to take over the position of the dreaded four-wheel-drivers as top countryside bogey-men. This is not because they are noisy. Ramblers complain that they can't hear them coming. Neither can they be blamed for the foot-deep ruts that farmers make. So why are they the new victims? Perhaps they dress too garishly. Perhaps they cannot be seen to be ordinary chaps really, behind those rainbow shades. Perhaps there are just too many of them. Or perhaps they get up people's noses because they make all the moil and toil of plodding round on foot seem so pointless. Don't bother asking a Rambler, though, as they are not going to admit that there might be a better way to get to the top of the hill, are they?

Whatever the facts, sooner or later the 'cads on castors' as our great grandmas called them, will have to get their act properly together. Signs that this has already started dropped onto my doormat the other day, and I copy it here for your interest. The magazine is called Access, newsletter of the British Mountain Bike Federation and on the back is a list of the work expected of their Access Officers:

Become conversant with access law.

Be responsible for all access issues within a county.

Act as a focal point in resolving access problems and initiate discussions to resolve them.

Identify areas or routes where riding can be encouraged with minimum conflict with other users.

Liase with local clubs and encourage the production of routes and maps.

Liase with other land users, CTC, BHS, Ramblers, etc.

Liase with landowners, Forestry Commission, National Parks, National Trust, rural estates, etc.

Liase with County Council Officers, RoW Officers, Countryside Service officers, Recreation Officers, etc.

Keep the Club aware of problems and initiatives through the National Access Officer.

Liase with neighbouring Access Officers as appropriate.

Not a bad list of jobs to fill in the odd moments between mending punctures and adjusting chains. Just the sorts of things your Rights of Way Officer should be doing for you, don't you think?

Well, you are wrong. They are in fact the jobs you should be doing for your Rights of Way Officer. Look again and there is an omission as regards the jobs our local officers do, in fact two things are missing. The major planks of our programme to ensure that we are riding as many lanes in ten years time as we do now. **Recording and Research.** And if you honestly believe your local workers can do all that in their spare time, ask Bill Riley. He has retired from work so that he can keep up with his rights of way work. Full time, in one county only. So rally round and offer to help. And if you know what to do but don't know how to do it - come to Derby on March 28 & 29. We are running a workshop to help you gain the skills you need. Send me an SAE and I'll send you the details.

I sat across the table from Alan Woods the other day. He represents the major landowners in the CLA, and they would like to know where they stand regarding all the routes we use. They don't think it is fair to their members that we should do the research, and ride the lanes we find, and not go on to put in Byway claims. I explained the problems we have, including the

difficulty of finding out who owns the land so we can serve the required notices, the likelihood that landowners will engage top barristers to keep their privacy intact, putting us at a disadvantage and the fact that claiming a Byway in some counties is simply asking for a TRO against which we are defenceless. I agreed with him that it would be in the public interest if everyone knew where all the rights were. So if they got their members to sit down with us, and talk through our evidence in an atmosphere of co-operation and if they got the law about TROs changed so we got a fair hearing and the right of appeal, how would we feel about claiming all the Byways we have up our sleeves? Think about that one and let us all know your conclusions.

What might happen if we did? Would members no longer need to join the TRF? Would our officers be able to cope with the heaps of extra work needed? Who else might we ask for help, in the public interest, remember, not ours? Make this the Topic of the Month next club-night and do let us all know your thoughts. If we are to benefit from this move towards concord we must have thought it all through, and I must know what support I have got round the counties. Remember the case where our canny lads in the north were up against the Sultan of Oman's henchmen for riding away from the road? The prosecutor was shown the evidence for vehicular rights and the case has been withdrawn and their costs paid! Don't think that is the end of the matter, though. Some landowners are more determined than others, and some have more resources, too. How much better it would be if the route was down for all to see as a Byway. Or would it?

Tim Stevens

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In the summer of 1988 Polly and I sat in the morning sun outside a cafe in northern Spain. A biker and his partner, like ourselves well past the first flush of youth, struggled to pack a mountain of luggage onto the tank of their trail bike before moving off to some unknown destination.

'How nice to just throw things into the boot of the car,' said Polly. 'They must be nuts. What a way to spend a holiday.' Then she saw the gleam in my eyes. 'Oh no,' she said '...You must be kidding....'

Thus it was that we three - Polly, the Yamaha Tenere 600 c.c. trail bike (also known as 'El Bruto'), and I set out from Leicester to Plymouth to get on the ferry to Santander in Northern Spain, El Bruto well loaded, with a sheepskin rug on the seat to absorb some of the shocks and the heat, we hoped.

We did not want to put away a huge mileage. Better we thought to use the special features of the bike to explore some of the mountain area in northern Spain, especially the beautiful and spectacular Picos of Europe. The Picos form a jagged outline watched out for by generations of Spanish sailors as a sign of home, so we were able to make our base on the seaside, within easy reach of the mountains.

The town we chose was Ribadesella, a friendly town with a large beach. Ribadesella is less than three hours leisurely drive to the West of Santander, and about one hundred kilometres from Oviedo, Gijon and Aviles, all large regional capitals in the heartlands of the Asturias.

As a novice (a total novice, that is to say) to trail riding, I was a bit cautious at first. The twisting and dramatic roads cut deep into the mountains were reward enough for the human part of our trio, but gradually El Bruto started to show signs of impatience at what it clearly considered an over-excess of tarmac, so we headed for the pistes, stony stracks across the mountains.

Our first efforts were heroic, it must be said, but somewhat pathetic. A moderately steep track and a hairpin bend would have been no problem but, faced with a tractor coming the other way, preceded by a barking dog, we were forced to a stop. The bike, which basically wanted to keep going, gently toppled over onto its side. The amused farmer drove around us and went on his way, leaving us to sort ourselves out!

Another time, we attempted to get up a mountain using a track marked on the map, 'For Jeeps Only'. We got about three miles on this one, over ruts and shale, being defeated by increasingly large stones, turning to boulders. We declared 'It's impossible' and abandoned the attempt without even discussing the matter with El Bruto.

It was possible to get to the top, we discovered. One trick was to go to Fuente De, where the Spanish had thoughtfully provided a cable car to lift us 2,400 feet to the summit. The next day, we drove to where the cable-car started and performed a massive humiliation on El Bruto. We left it locked up in the car park, and took the cable-car.

When we got out of the cable-car at the top of this apparently invincible mountain, we found there were even more ways to get to the top. *We found ourselves staring at two dusty BMW trail bikes!*

This caused some serious thinking. How could these monsters, with their enormous cylinder casings sticking out at both sides, get up the mountain when the Tenere, lighter and with better ground clearance, had come to such an inauspicious halt.

The conclusions were obvious. It was the rider who should have been locked up in the car park, not the bike! All El Bruto needed was to be given its head - less of the brake and more of the throttle.

Armed with this theory, we hit the cable-car downwards and celebrated with a run across country, the bike as nimble as a mountain goat able to take all that came its way.

The best way, it seemed was to choose the best path, open the throttle and live! Like going up a ladder, it's best not to look down, but to look well ahead, concentrating on the route in general, not worrying about what the front wheel is doing at any particular time.

After this discovery, rough roads were no problem and we settled down to an explorers holiday, the three of us on more or less equal terms, although the bike had to stay out in the road at night.

This was our first holiday on two wheels. We did learn a few lessons. The obvious one was concerned with the choice of bike. The Tenere was brilliant when we got there, but the journey to and from was a bit paralysing. In short, if you're going to tour, get a touring bike. Two-up with a load of luggage on a 600cc single cylinder machine, sitting bolt upright getting blown around is no joke after a hundred miles.

Our 'old age' might have contributed to the tiredness but, whilst I am on the subject, if you are getting a bit long in the tooth, don't let that put you off a holiday like this. The fact that we are no longer callow youth did not give us any problems, although it is true to say that we did stay in cheap hotels rather than camp. A double room for the night could cost as little as ten pounds and a picnic lunch and cheap meal in the evening kept the prices low. With El Brut drinking about a litre of petrol every fourteen miles, travel didn't cost an arm and a leg - although the ferry itself was hardly cheap.

As the driver of the outfit, I felt that I could have done with some more off-road experience before taking on some of the tracks that we did. I didn't actually *kill* any ramblers, but I did feel pretty foolish sometimes getting stuck in situations that could have been easily sorted out with a different approach.

In spite of various warnings from friends in England we found friendliness to bikes and bikers everywhere and although the 'longfaces' told us that our bike would get stolen or vandalised in Spain or even overturned on the ferry, none of these things happened. In fact, the only thing that 'overturned' on the ferry was my stomach, which reacted against the 24 hours on the water and the wave formation in the Bay of Biscay and the English Channel. Another lesson - take seasickness tablets as the water can be very choppy.

What a way to spend a holiday? Did we leave our sanity behind-with the car? As we sat on the grass at the service station on the way back to Leicester, Polly said 'You know, if we are going to go to southern Spain or Portugal next year, we should perhaps think of getting a touring bike'.

El Bruto made no comment.

Paul Henderson. Leicester LE91TRT.

INDIAN WARS IN BRITISH ISLES?

We all know the term "Cowboy", used to describe a person who doesn't care how he does something or how much damage and mess he leaves behind, providing he gets something out of it.

Have you ever considered the term "Indian"? This describes someone who lives in harmony with his surroundings, loves and cares for the land and uses it in a way to prolong its further use and fought for it, in the past to the death.

There is now a tribe of this nature of Indian rising from the ashes of the nations of Britain who are called the "Teareph", they too are prepared to fight to regain the rights of their forefathers, alongside any other tribes that may emerge, but now by legal means. The battle has already begun with the Government of the fork-tongued. But there is hope with the new awareness of the oppressed and compassion for the rights of the Indians of the world. They believe with gods help, they WILL win.

Trailseeker.

Sometime ago I received the August copy of the TRF's magazine 'Trail', and was pleased to see that the magazine contained the MCI's Off Road Campaign leaflet 'Repack for Power'.

On behalf of the MCI Off Road Group I would belatedly like to thank the TRF for distributing the leaflet to TRF Members and would ask that if you require further copies then please contact me and I will make the necessary arrangements.

Whilst reading through the magazine I noticed reference to the MCI relating to a paper issued by myself on biodegradable fuels and oils in Tim Stevens article on page 10. Whilst it is good to see reference to the work of the MCI and LARA in the TRF's magazine it appears that some of Tim's observations were taken out of context.

For your information I have enclosed a copy of the report made for the LARA Committee which as you can see has been prepared with the help of Silkolene and Putoline. Shell Oils have also seen this document. I therefore request that either the whole document or the relevant paragraphs are reproduced so that TRF Members can get the "full picture". Maybe I am taking this all too seriously but there are many people in the Industry (Tim Stevens included) who work very hard to safeguard the future of motorcycling and it seems a shame that we cannot all pull together.

Frank Finch. Marketing Manager Motor Cycle Industry Assoc. Ltd.

A Report For Lara Members On The Use Of Biodegradable Fuel And Oil In The Countryside. By Frank Finch - Motorcycle Industry

Fuels: Firstly to consider fuel, its biodegradability is not relevant simply because the components of petrol are so volatile that they never reside for any length of time in soil or water. In the atmosphere they are broken down by photo-degradation in common with the countless tons of hydrocarbons emitted from natural sources, mainly pine forests and domestic ruminant animals. Provided leaded fuel is avoided, exhaust fumes consist mainly of water vapour, carbon dioxide, particulate matter (smoke) and very small amounts of carbon monoxide and unburnt hydrocarbons which are of no consequence environmentally. The emissions from all motorcycles are only a fraction of the total emissions from other forms of motorised transport. *UK Fuel Consumption in 1989 was:- Aviation Fuels - 6,600,000 Tons. Petrol - 24,000,000 Tons. Road Diesel - 10,100,000 Tons. Source: Institute of Petroleum*

These 40.7 million tons of hydrocarbons are converted to approximately 130 million tons of carbon dioxide after being burnt in jet, diesel and petrol engines. An approximate estimate of the total motorcycle contribution would be in the region of 0.1 million tons. Incidentally, 2 stroke engines emit virtually no nitrogen oxides, unlike high-compression 4 stroke petrol engines, and therefore make no contribution to acid rain.

Oils: Low smoke ashless oils in efficient modern 2 strokes are virtually completely burnt along with the fuel. The main worry where lubricants are concerned is leakage and spillage. However, lubricants which biodegrade rapidly are available which are easily broken down in a matter of weeks by micro-organisms present in soil and water in the event of accidental leakage or spillage. In general, most of the available biodegradable oils have been developed for marine applications and they are not usually suitable for competition use.

Acknowledgements: Mr J Rowland - Silkolene; Mr M Hood - Putoline.

Just over a year ago I started to sell various articles of clothing carrying a smartly embroidered TRF logo approx. 3" in diameter.

The idea was to promote the TRF in as many areas as possible and perhaps to make a small profit for the TRF.

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Richard Tallon. Bristol Group Rep.

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I had always wanted a trail bike but no doubt you've heard it all before, college kid, no income, no grant, rich parents won't sign the H.P. form. By the time I wanted a play bike alongside my back-to-work 550 and my thrash about - souped-up 750 all that was available was a friend's sadly neglected XL185. The blown base gasket, knackered swing arm bearings, original japcrap tyres, no tax or MOT meant that £150 changed hands and the engine was on my workbench whilst still hot, as soon as I got it home. I learnt how to drop the engine out on a similar engined bike, the CB125 single whilst at college so I managed it in about 20 minutes. It had not seemed worthwhile just doing the engine so the machine was treated to a lighter, less restrictive but still quiet exhaust, Dunlop trials tyres (cos I knew no better at the time), Renthal trials bars and enduro taillight/numberplate. Losing the battery lost pounds and ounces along with the rectifier, indicator relay and wipers. By changing the indicator switch into the lights On/Off switch and the horn button into the engine kill switch the right hand switch gear was also discarded. The forks had new seals and 5W fork oil, taper roller bearings and rubber gaiters. Security bolts were only added after somebody told me about low tyre pressures for better traction. So that I could touch the ground easier and to lower the centre of gravity I trimmed about an inch off the seat padding using a carving knife a little bit at a time to get it right. From then on it was a case of ride off into the distance along the lanes, until I joined the TRF.

Although nobody else in the Kent Group has an XL185, the Bulletin and other people's suggestions meant new modifications. The gearbox mods taken from the XL185SB which stops the gearbox jumping into neutral from 1st or 2nd, followed by motocross handguards, spring loaded chain tensioner from Sammy Miller and Michelin T61 tyres. Whatever the ads say, EBC brake shoes are, in my opinion, rubbish, the original equipment shoes are best.

After crash testing, (thanks Mr Roscow) the original clocks and headlamp were replaced by the smallest speedo I could find from a breaker's, mounted on the top yoke on an alloy plate and an enduro headlamp suitably adorned with the TRF logo. When one understands that this bike was only used for greenlaning, it did not have to suffer the rigours of commuting, so the machine was in reasonably good condition for the next few years.

It was not until I treated myself to a vernier caliper that I turned my attention to the engine. All cross head screws were replaced with allen screws which I found was a mistake - the mud made the recesses of the screws rusty. The standard bore is 180cc and an XR200 standard size piston takes the bore out by 2.5mm to 195cc with plenty of wall thickness left. I was unable to find an XR200 head, cam and carb but had a spare cam reprofiled to XR200 spec - works wonders, but check the condition of the camchain, rocker arm pads and valveseats first. I changed the oil after every excursion onto the rough and when I removed the kickstart-operated valve-lifter mechanism I checked the centrifugal oil filter - something that should be more regularly checked. For better throttle response, time the ignition using a strobe - a little messy in the conditions but once set up it runs perfectly along with a gold paladium plug. I used ones taken from the cast-offs from the 750 but they are less prone to fouling and have a better heat dissipation. I always used Shell Gemini as the 10W40 of Gemini caused less drag on reciprocating parts than a much cheaper 20W50. One thing I never had to do was replace the rear shocks - if kept clean they last. They were always on the softest settings as the 185 springs are the same as for the 250'S and XT500's so in effect oversprung for the 185. When the exhaust finally rotted away I had a special made up by the same person who welds up bits on the 750. It had better pickup, fuel consumption and about a third the weight of the original.

The only reason I eventually sold the 185 was because I had no job, the mortgage needed paying and the rebuild of the XL250S was costing too much but that's another story. I was sorry to see it go but it never let me down over some 4000 miles of greenlaning except one puncture. I hope it serves Roger as well as it served me.

Tim Gooderson. Kent TRF.

RESULTS OF TYRE SURVEY IN TRAIL ISSUE 157 AUGUST 1991

I received 7 responses from 6 riders, so the results cannot really be processed into any meaningful conclusion, but thanks to all those who did take the trouble to write in, 1/2% of membership!

Ignorance in the use of tyres is still very widespread, with riders in 'my' group still using pressures over 20 psi in the back tyre and obviously suffering as a result, this survey was a failure so will not help the situation.

Of the 7 responses, all used different front tyres, 2 of which were motocross tyres and so would not have passed MOT tests and 2 had no tyre code name against the make so cannot be traced.

There were 6 different rear tyres used; again 2 of which would not have passed MOT tests and 1 was just described as a 'motocross tyre' there are probably more makes, sizes, patterns and compounds of MX tyres than road tyres and none of them will pass the MOT since they have 'not for highway use' on the side walls! This does not mean that they are dangerous if used on tarmac, but they are not designed for high speed use on such surfaces and are not recommended by the manufacturers.

A few legal tyres worth considering (in my view):-

Michelin T61

Rear tyre: square blocks like a trials tyre but bigger, good tread depth, softish compound.

Front tyre: blocks not very deep so poor in mud, but stable on tarmac.

Pirelli MT17

Good open tread, but the diamond cut pattern as opposed to a square cut pattern caused odd effects on the loose surface at high angles of lean according to some people.

Continental TKC 90 (or TKC 80)

(TKC 80 - 80% off tarmac. TKC 90 - 90% off tarmac)

A FIM Enduro tyre that looks very similar to a MX tyre (eg Dunlop K595), hard compound and stiff side walls.

It is interesting to note that Michelin do not recommend their trials tyres for use on tarmac roads. Obviously many TRF riders use trials tyres with no problems, but which ones, at what pressure, who knows?

I have used T61 and TKC 90 tyres on my XL185 and am satisfied with these, being able to get up, through and down difficult bits with no great trauma.

The mystery continues! It will continue to be so until we are tired of discussing it anymore.

Tread carefully.

Peter J Ballard. Lancs

MAINLY ON O.S. 119...

The spectator sees most of the game claims an old adage and TRF run colleagues witnessed a prime example when my XR250 "dropped" a valve for the second time and coasted to an undignified halt just inside North Derbyshire. Mixed emotions at that time blocked out the logic of "mend the cause not the effect", but sometime later after being transported home I was loaned a CLYMER service manual and was then able to clarify that the engine failure was due to slipped valve timing! The first valve dropped for a previous owner who had then done a repair using a new automatic cam chain tensioner. Unfortunately towards the end of our days outing the older cam chain eluded the efforts of the tensioner to control it, hence the problem.

Following repairs and "back on the road" once more my path ahead was blocked by a wooden gate resting against stone gateposts in a dry stone wall. I had been setting out a small group of observed sections for an old established National Motorcycle Trial and was looking for breakfast. The engine was hot and I wondered if it would start easily again if I pushed the kill button or was it best to leave it ticking over on the prop stand. The gate incidentally wasn't on hinges but was secured on one side with binder twine and chained on the other. I drove slowly closer, decision imminent and there, just over the gate was a huge bull!

Only then did it slowly dawn on me that I was astride a red motorcycle.

Much later that evening my colleagues and I were trudging uphill towards the friendly lights of a distant hostel. It had been a long day not without incident but a satisfying one. All was nearly ready for the event tomorrow and tonight we were about to enjoy a well earned pint. On emerging from the pub in pale moonlight my colleague was suitably impressed by the 12 volt lighting conversion on the XR250 and we rode off in different directions after bidding each other 'Good Night'.

Shortly afterwards the headlamp became a sort of horizontal searchlight, quite brilliant and then went out when the dip switch was operated, a dipped searchlight came on for milliseconds before it too went out. I sensed, rather than saw the tail light follow suit but just to confirm this I applied the brakes and hence the stoplight, when it also burst into brilliance before expiring and by now the capacitor, intended to absorb voltage surges, was smoking; but prettiest failure of all was the speedo pilot light - a lovely bright green.

It was seven miles back to base. Ever noticed how oncoming vehicles fix you with main beam headlights far longer than usual when you've nothing effective left to glare back with?

Next day dawned bright and the event went well. The cause of the lighting problem turned out to be nothing more serious than a broken wire to the Zenor Diode; just as well, for with little more than a couple of local runs, one into Derbyshire ably reported by Bob Woodcock in the November bulletin and a subsequent one into Northants, I was off to join a TRF party spending a week trail riding in the French Alps.

Derrick Collins. East Midlands Group.



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The latest legislation, what books are useful, how to record evidence, committees and how to make the best of them, what to do and what to say when stopped on the trail, how to help other users and gain their support, what else might we all do?

Come and meet your colleagues from up and down the land and share your experiences. If you think you know nothing we will all help you learn, if you think you know it all would you like to teach the rest of us?

Cost? About thirty quid all in. Have a whip round at club and bring three or four of your keen lads with you.

More information from Tim Stevens, 0704 894136.

PLEASE NOTE that the views expressed in this magazine are not necessarily the views of the TRF.