

GROUPS

BLACK COUNTRY

John Chilton, Tel: 01902 659009
1 & 3 Thurs, 8.30pm, The Mitre, Church Road, Bradmore, Wolverhampton

BRISTOL

David Clegg, Tel: 01275 373652
2nd Mon, Warmley Community Centre, Deanery Road, (A420), Kingswood

CAMBRIDGE

Richard Palmer, Tel: 01353 88344
1st Thur, Golden Ball, Boxworth

CHESHIRE

John Johnson, Tel: 0161 427 6963
2 & 4 Mon, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport

CORNWALL

Sally A. Madgwick, Tel: 01208 74411
Ring Secretary for details

CUMBRIA

Roger Harris, Tel: 01539 725198
2nd Wednesday, Duke of Cumberland, Kendal

DERBYSHIRE & SOUTH YORKSHIRE

Kevin Marsh, Tel: 01246 237910
2 & 4 Tue., Enfield Arms, Broughton Lane, Altercliffe, Sheffield

DEVON

Richard Arscott, Tel: 01803 612950
2nd Tue, The Welcome Stranger, Bickington, Nr. Newton Abbott

DORSET

Tony Summers, Tel: 01202 894419
1st Tue, Greyhound Inn, Winterbourne, Kingston, (Nr. Bere Regis)

EAST MIDLANDS

Graham Chinnery, Tel: 01332 863433
2nd Wed, The Chequers Inn, Main St, Braoston, South Derbyshire, J25 on M1

EAST SCOTLAND

Les Mollison, Tel: 01382 738530
2nd Wed, Glencarse Hotel, A85, Perth to Dundee Rd.

EAST YORKS

Dave Barratt, Tel: 01977 794143
2nd Wed, Kellingley Social Centre, Khottingley

GLOUCESTER

Charlie Morriss, Tel: 01453 885323
1st Tue, Painswick Institute, Painswick, Glos.

HERTFORDSHIRE

Colin Adlam, Tel: 0181 445 5203
1st Wed, Coach & Horses, Newgate St, Nr Cuffly

ISLE OF WIGHT

Mick Holbrook, Tel: 01983 866361
Last Thur, Liberal Club, Landguard Rd, Shanklin, IOW

KENT

Jeff Hayward, Tel: 01322 863521
2nd Tue, Pied Bull, Farningham, Nr Brands Hatch

LANCASHIRE

Keith Westley, Tel: 01704 893215
1st Tue, Hindshead Pub on A49, Charnock Richard

LINCOLNSHIRE

Alan Wilkinson, Tel: 01529 60793
4th Thur, The Queens Head, Kirkby-la-Thorpe, Sleaford

LODDON VALE

Bernard Green, Tel: 01344 50289
2nd Thurs, Inn in the Park, Woodley Centre, E. Reading

NORTH MIDLANDS

Simon Lowe, Tel: 01298 24388
1st Tue, Stafford Arms, Bagnall & 3rd Tue, Cheshire Cheese, Buxton

NORTHUMBERLAND

Mark Snoddy, Tel: 0191 386 0749
1st Tue, The Beamish Mary, No Place, Co. Durham

NORTH WALES

John Mills, Tel: 01477 534425
1st Wed, Hope & Anchor, Ewloe Place, Buckley

OXFORDSHIRE

Pat McGuire, Tel: 01844 238414
3rd Thur, Duke of Marlborough, Woodstock

RIBBLE VALLEY

Anthony Dinsdale, Tel: 01200 28507
2nd Tue, Pendle Hotel, Chatburn, Clitheroe (off A59)

SHROPSHIRE

Mr. C. Ball, Tel: 01952 598092
2nd & last Wed, Coumd Lodge Hotel, Shrewsbury Rd, Shrewsbury

SOMERSET

Peter Banks, Tel: 01749 860396
Last Thur, The Canal Inn, Wrantage

SOUTHERN

Euan Harrison, Tel: 01962 733781
3rd Wed, The Ship Inn, Owlesbury, Nr. Winchester

SOUTH LONDON & SURREY

Brian Wright 0181 686 3458 Wed/Sat or 01797 363373 Sun/Tue
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SOUTH NORTHANTS

Trevor Gardiner, Tel: 01788 815927
2nd Mon, The Spencer Arms, Chapel Brampton

SOUTH WALES

Stuart Dodwell, Tel: 01446 710851
1st Thur, Welsh Institute of Sport, Cardiff, 8pm

SUFFOLK

John Green, Tel: 01473 730493
Last Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

SWINDON

Pete Owen, Tel: 01793 750557
1st Wed, Jacobs Ladder, Stratton St. Margaret, Swindon

SUSSEX

Bevis Billingham, Tel: 01243 585128
Last Thurs, Ashing on Social Club, Rear of Red Lion, A24, 9 miles North of Worthing

TEESIDE & NORTH YORKS

Leo Crone, Tel: 01325 380117
1st & 3rd Wed, Blacksmiths Arms, Swainby

THAMES VALLEY

Don Hoaglin, Tel: 01474 813977
3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex

WEST ANGLIA

David Knight, Tel: 01933 313816
1st & 3rd Thurs, Scott Bader Clubhouse, Opp. Parish Church, Woolaston, Wellingborough

WEST MIDLANDS

Dennis Hayter, Tel: 01527 23550
1st & 3rd Tue, Wilmcote Mens Club, Stratford on Avon

WEST SOMERSET

David Dyer, Tel: 01643 841139
2nd Wed, Anchor Inn, Exbridge

WEST YORKSHIRE

Gordon Carr, Tel: 01535 644568
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WILTSHIRE

Bill Riley, Tel/Fax: 01225 863811
1st Tue, The Toll Gate, Holt, Trowbridge

WYVERN

Steve Pighills, Tel: 01902 672479
Every Thur, 10pm, Potter's Rose & Crown, Colley Lane, Halesoven



TRAIL

JUNE, 1995

No. 202

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

EDITOR: Mike "Nettlebed" Pedley.



Old Furzey Road, ST 643 018. Picture by Dave Tilbury

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All Contributions to the Editor ... Please keep it short and sweet!
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PE175/250: TS250/400: TM250/400: DR370: SP370/400: RM100A/B/C: RM125MA/B/C: RM250/A/B/C2: RM370 A/B: RM400C: RE5: GSX250: GS250FW. Howard Wadsworth, Bike Shop. Tel: 01405 860904.

WANTED PE. 175 Suzuki. Prefer twin shock but will accept mono, need not run, need not be registered but must be the right price. Ring me if you have something on Preston 01772 792231. Ask for Brian or No Problem. **HONDA XL185** long MOT and tax. £400 recently spent on total rebuild. Phone 01865 326840. £550. **FOR SALE** Yamaha TY175 twin shock model. New

bore and piston (not yet run in). Alloy tank. Good runner, good condition. £400 o.v.n.o. Tel: 01604 842579 evening. (Northants).

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KAWASAKI KL250 genuine workshop manual covering the A3 (1980) to C2 (1985) models. It is a must and covers absolutely everything. £20 o.n.o. Tel: 01752 337491 (Devon).

SUZUKI DR350S 1993 (K) yellow. Running in mileage only. Save £££££ on new. £2600. Tel: 01458 250070.

KAWASAKI KDX200 "E" reg, air cooled, year's MOT, good condition, trail use only, some spares, £750 o.n.o. Tel: 0181 368 7522 (N. London).

NEW BEARINGS 63012RS, 6302ZZ, 6302, 6005. £1.50 each. 6205 2RS £2.00 each. Black leather, English made bike boots, new and unused, sizes 4,5,6, zip back traditional length £15 pair. Howard Wadsworths Bike Shop 01405 860904.

KMX200 "J" reg. "O" ring chain, knobbles and road tyres, Acerbis hand guards, "DEP" pipe, fair condition. £1100 o.n.o. Tel: 0181 571 4674, Southall.

FOR SALE Suzuki SP400 Green lane sidecar included. £450 o.n.o. Will split if required. Tel: 01352 720583 (N. Wales).

HONDA XR200R 1982. As seen on the cover of TRAIL 187 & 166. £650. Tel: Dave 01332 552288 after 6pm.

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TRF OFFICERS

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Tel: 01200 445657

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Tel: 01474 332785.

The views expressed in 'Trail' are those of its correspondents and not necessarily of the editor or the T.R.F.

EDITOR

I promise that this is not an early plug for the AGM but because of a date clash I have been asked to inform you that the Weekend which Dave Dyer is organising in the Minehead area has had to be brought forward one weekend to October 14/15th. Which means of course that the AGM will be on Sunday October 22nd!

Which reminds me, the last Exec. meeting was extremely poorly attended with only a fraction of Groups represented. Come on lads make an effort. If you can organise a run you can surely organise a couple of you to attend. The next one's on Saturday September 9th at the National Motorcycle Museum. Why not combine it with a look round the museum, I believe they have one or two new exhibits on display.

Big news from the last Exec. is of course that we now have a name to put to that empty RoW Officer seat. Though if I remember correctly it's now RoW Co-ordinator! The Name? Steve Neville. Thanks Steve and to everyone else, let's do our best to support Steve and hope that he will continue beyond the AGM in October.

Finally, for those of you too tight to buy MCN, yet another budget trail bike. This time from Russia and distributed in the UK by RTX who I believe are in the Humberside area. It looks really good and comes in two versions, a 12 bhp learner and a 32 bhp unrestricted. Both will cost under £1500.

By the way, remember all those heated debates we used to have about motocross tyres versus trials and wax cotton v fluorescent lycra? Well you've all gone quiet. Come on Ken 1. Or have you just all gone? Come on get the pen out, a bit of controversy is good for any Club Mag!
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RoW NEWS

North Yorkshire County Council (N.Y.C.C.) are looking set to continue with the pig headed attitude of closing any lane damaged by 4WD and in particular the 2 safari schools operating in the North York Moors, this in spite of numerous written protests.

With the addition of Mark Snoddy to Teesides RoW team (that makes 2 of us) the process of protest has turned from a reactive process to proactive. Mark has issued a number of notices on the council for mandatory repair on Unclassified County Roads (closed by the council because they are out of repair).

The council are issuing disclaimers and notices denying the existence of vehicular rights on UCRs whilst claiming monies from the government for the upkeep of UCRs as vehicular.

So onto a review of lanes currently closed and ones under threat.

Black Hambleton Drove Road - currently a RUPP, at present under review and about to be upgraded to a BOAT, BUT with no likelihood of it being reopened to traffic, as reported by our representative on North York Moors National Park (NYMNP) RoW Committee (thanks Derrick Newton). A section 56 order has been served on a section of the lane the council has repaired for the sole use by walkers (3 foot strip of tarmac 400 yards long). The order requires the entire width to be repaired.

Fangdale Beck - a UCR which had an emergency closure imposed when a chasm deep enough to hide a 4WD in was created by a 4WD safari school using the lane to practice ditching, land anchor and winching techniques. The closure proper has just come through and like the previous orders is complete and not reviewable. A section 56 has been served.

Broxa currently closed.

Pockley Moor - a UCR, which was mentioned at the RoW meeting held by NYMNP as under threat of closure though the representative from NYCC had held out the hope of voluntary restraint (though I do not trust this individual). I've surveyed the lane,

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taken photos and we are about to serve a section 56.

Monket Bank - a UCR in need of extensive repair so the council are looking to close it. A section 56 is winging its way to NYCC.

On the sunny side of life I'm investigating the first County Road maps drawn up by NYCC. A number of lanes have disappeared while others have been chopped into pieces over the years with sections surfaced, other bits left as track, the numbers changing from tarmac to dirt on the later maps. This current line of research is showing up new/old lanes we were not aware of and if reports I hear are correct a letter exists from NYCC admitting everything on the first County Road map is still vehicular.

Lastly for all the big trail bikes and beginners out there I'm having a 2 up trail run starting from Stokesley 10am, easy trails, long lunch, early finish. Sounds civilised?

Leo Crone, Teeside

STOLEN

Stolen from my locked garage in Cutthorpe outside Chesterfield, in the early hours of Wednesday, 3rd May:

Yamaha TT350, '87 model, Reg. No. E808 HST.

Frame and engine no.: 002565.

White and red, with gold Renthal bars.

White mudguards, front had Renthal, Scott and TRF stickers.

Offside "air duct" (with TT350 marking) was cracked and had been riveted together. Pirelli enduro front and Michelin T61 4.25 x 18 rear.

The bike had originally been imported via Australia, and a frame plate behind the headlamp indicates Australian specs re unleaded fuel.

After having got fed up with ever increasing premiums from my old insurance company, (four fold over the last 5 years), I shopped around last Christmas. Got a seemingly good offer, but because the bike was "grey import" they could only offer third party. I said "OK then" - since the bike is always locked up. Talking to them now, I understand they could have come up with a better offer, their policy having been changed.

So here we are, bikeless. Anybody out there with a third party only cover?

I will reward anyone who can help recover my beloved motorcycle.

Baard Lund, Chesterfield, Tel: 01246 272347

STOLEN AND RECOVERED

One of Teeside TRF recently had 2 bikes stolen - a DR350 and a KDX125. Well after numerous sightings in Darlington of the 350 on a false "Q" plate, the scum bag involved has been arrested and 2 bikes recovered. One is the DR350 still in fairly good nick the other is a KMX125 black and red on a false "Q" plate, frame and engine numbers removed and so untraceable. That's the Police's problem they cannot trace the real owners. There is a special feature on the bike which sets it apart from the run of the mill KMX. If it sounds familiar contact Darlington Police on 01325 467681.

TRF CATALOGUE SYSTEM FOR RoW

A report on the outcome of a special RoW Workshop/Meeting held at Stratford upon Avon, 14th May 1995, to discuss and recommend a TRF Catalogue System for Vehicular Rights of Way.

Fourteen representatives attended this very well publicised meeting with the intention of testing the various proposals for a national approach to cataloguing VRoW on unsurfaced roads throughout England and Wales. The starting point for the meeting being the West Yorkshire Groups proposal as published by Sam Watt in the February edition of TRAIL (no. 198).

Led by our national chairman Richard Marshall, the meeting started by formulating the objectives and requirements that a National VRoW Catalogue would need to meet.

They were: that the system must:-

- * Be simple to create and easy to use
- * Record the essential evidence of VRoW
- * Be expandable to record further detailed historical evidence
- * Form the basis for an easy to use system for recording "User Evidence"
- * Be logical in its construction so that it might form the basis of an agreed common approach throughout the country
- * Use the OS 1: 50 000 map as its foundation

Through debate and in depth probing of "worst case scenarios" the meeting moved steadily throughout the day to establish that this could be implemented through just four documents.

1) THE MASTER MAP This would show all the "Green Lanes" on an OS sheet which had any evidence of VRoW.

The lanes would be numbered following the prefix number of the map to give the TRF reference number for that lane. The manner of prescribing the numerical sequencing would be left to the discretion of the local RoW Officer so that it made the most sense of local topography. Whatever the logic used it would need to make allowance for the addition of "new lanes" to the map as vehicular evidence came to light.

Where map overlap occurred the West Yorks proposal to let the lower OS map number take precedence should be used.

Changes in the status of lanes, eg: TRO, downgrading, etc. should be recorded but NOT deleted from the map so that its integrity as a record remained.

The compilation of the local Master Map would remain within the control of the local Group and its RoW Officer. Where areas of interest, County boundaries, etc. overlap, liaison at a Regional level should be able to amicably resolve responsibility for the numbering system.

2) LANE RECORD SHEET For every numbered "Green Lane" with

evidence of VRoW there would be a record sheet carrying essential information. It would be very similar to that shown on P8 and P9 of TRAIL 198.

These records would reside with the local RoW Officer but would be available in a common format to the National Officers.

3) A WORKING MAP From the above information a "public" map should be created which could be made available to any member. This map would only show "Green Lanes" for which there is sufficient VRoW evidence for the TRF to confidently defend its use by members in the Courts.

This map would have two functions: it would tell new members where they could ride and it would be a clear indication to the Highway Authorities, and other bodies, of what we perceive to be our legitimate rights.

This map would in effect become the "Group Map" available to all members on club nights. But it would not include reference to routes for which vehicular rights were inadequate (in the past sometimes referred to as "ride at your own risk"). As responsible users either we do or we don't have a right to use a route. Routes with "weak" evidence should become the focus of research to establish their true status.

4) USER FORMS These would be similar to the proposed form by the West Yorks Group, but in the light of informed opinion at the meeting, its exact wording should be vetted by a legal expert as it is intended as supporting evidence at a legal event.

The intention, however, remains the same, to provide a quick and easy means by which members can record their use of "Lanes Used" whenever they ride.

ADMINISTRATION: Throughout care was taken to respect and retain the key role of the Local Group and Regions within the nationally coordinated scheme.

The creation and control of the Master Map remains the clear responsibility of the Local Group and its research workers: as does the Record Sheet. Similarly, the Local Group decides what can be legitimately incorporated into the Working Map.

The maintenance of the Working Map and the distribution/collection of User Evidence Forms would be a role



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for a new post within the Groups, currently described as the "Working Map and User Form Controller". He would be a first point of contact for new group/independent members and the recipient of member's User Evidence Forms.

These notes represent the recommendations of the TRF National Executive for implementing that section of our Forward Plan concerned with "Cataloguing Green Lanes with VRoW".

ACTIONS: Would all Groups please begin to prepare Master Maps and Working Maps ASAP based on their home area, for discussion within their Region.

David L. Giles, National Liaison Officer
Ed. - As Dave says, the recommendations for a National Cataloguing System represents the first step in our 1995 plan, the creation of a scheme to catalogue all lanes with VRoW by June of this year. Now who will be the first Group to achieve the second target of completing a county? And will your Group meet the third target of completing all of your area of interest by December 31st? I hope so!

35th BMF RALLY - BIGGEST and BEST!

A record attendance of nearly 60,000 made this years BMF Rally not only the biggest yet, it also broke all one day attendance records for ANY event ever held in the history of the East of England Showground!

In total 59,569 enthusiasts turned out to enjoy this day long festival of the very best in motorcycling. Spread out over the 300 acres of the showground visitors were able to browse or buy amongst the 720 trade and club stalls, ogle the finesse of the classics won by Dan Clarke's 1952 Vincent Black Shadow, or boggle at the ingenuity of the specials, won by the meticulously engineered Suzuki GSX-R1100 powered low-rider of owner Paul Scott.

Arena events drew large crowds particularly to the well established moped enduro won by the appropriately named Peterborough Team Mayhem.

All manufacturers and traders reported a terrific day, perhaps best summed up by Harley Davidson who, from their 6,000 sq metre plot, were able to run test rides, a fashion show and a band. Their UK Sales Manager John Lewis said: "Without doubt, the BMF Rally is motor cycling's biggest shop window. To us it is now the foremost event in the UK show calendar".

Full rally results are available from: Mike Fairhead: 0116 254 8818.

NOTICE

The Essex group has been wound up due to lack of support.

NATIONAL RoW OFFICER/CO-ORDINATOR

We have for many years known that the task of TRF National Rights of Way Officer is a full time career. At best it could be undertaken part time by someone who is semi retired or with another part time job.

As we all know, at the last TRF AGM in 1994 we failed to elect a National Rights of Way Officer mainly because everyone, including myself, knew what a mammoth task it would be. To give the same time commitment as people like Norman Smith, Brian Thompson and Tim Stevens would be asking too much of any one individual.

I have given the matter some thought over the last 6 months and concluded, as have several others, that the task should be redefined (at least temporarily) as a National Rights of Way Co-ordinator. At the last executive committee meeting on the 13 May I volunteered, and was co-opted into this post.

What I will be doing is to ensure that the TRF is properly represented at a local level on all rights of way matters regarding green lanes. To this end I will be liaising with local group reps and RoW Officers to find out what is happening in their areas. I may be writing to various highway authorities as the TRF National RoW Officer, but only on general issues. For example, I am currently looking at variations in the ratios of different types of RoW (footpath, bridleway, byway etc.) from one county to another. Therefore I must be able to write on general matters (as I could do as a member of the public) without asking permission from various local reps. Naturally I will aim to feed back as much information as possible to the local TRF Groups, as I have already done for those in the South East.

Any group with a local problem is welcome to come to me for assistance and information but don't expect me to go rushing about the country attending every Public Inquiry. If time permits I will try to attend regional TRF meetings, or the occasional group, if invited.

Since I work in Westminster I am able to attend the CCPR meetings (of which I will write later) and put the TRF point of view over. Briefly, having attended two meetings it has been interesting to hear other apparently unrelated recreations and sports are having problems related to our own e.g. noise and access.

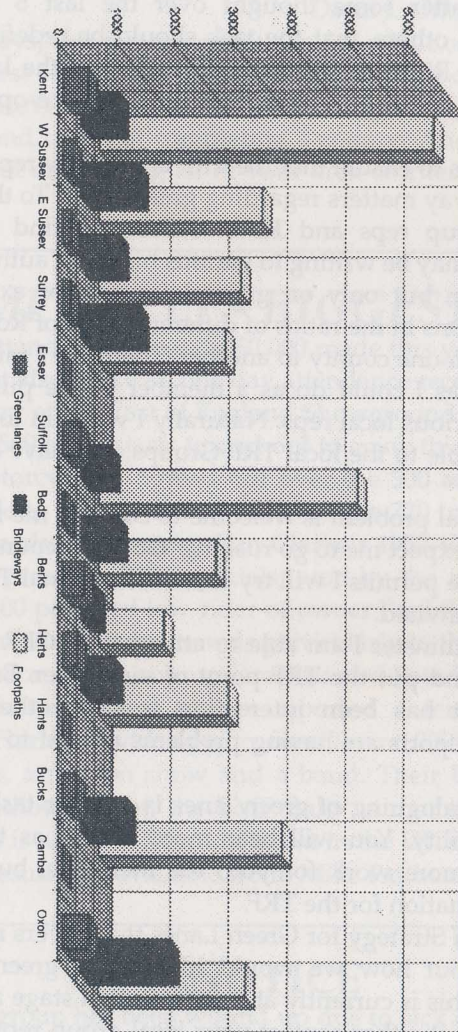
Co-ordinating the cataloguing of green lanes is another task for which I will have some responsibility. You will hear more of this as the system is developed. It will mean more work for you, the members, but provide an invaluable source of information for the TRF.

Finally I am writing a Strategy for Green Lanes that covers much of what we have been saying about how we would like to see green lanes used, managed and protected. This is currently at a consultation stage and if anyone is interested in developing it either contact your local group representative or

contact me.

Steve Neville, National Rights of Way Officer/Co-ordinator

P.S. I know that the Welsh value their sturdy independence from this side of Offa's Dyke, but ... the cover photograph on TRAIL 201, of the TRO sign on Gwyn Farr, shows a type of prohibition which is surely unique? No cars, 4WDs, armoured personnel carriers, Isetta bubble cars, gingles, phaetons, traps, mountain bikes, tricycles, velocipedes. Nothing with wheels may pass other than motorbikes, with or without a sidecar. It's a funny old world. I sincerely hope that the pedal powered boys observe this prohibition.



Rights of Way in SE England
Comparison (in Miles)

BIG BIKES

HAVE YOU GOT WHAT IT TAKES

One of the most oft seen large trail bikes off tarmac is Yamaha's XT600. It is as near a "do it all" machine as one can get. In the 6 years I've ridden them, I have toured both solo and two up through Europe and Africa, ridden just about every trail in the North of England and used it as a general knock about.

I have an '84 model - kick start only, which has covered about 30,000 miles.

Off tarmac I find it to be a relaxing bike to ride. The thump of the motor always has me pottering along with the lazy beat of the engine but when needed the power is never far away and is always in plentiful supply. In original trim the tank is ideal for a day's riding. Holding just over 2 gallons it gives a range of just over 100 miles, 80 miles on full and 15 - 20 on reserve. For touring a number of larger tanks are available off the shelf, more than doubling the range. I've a custom steel 5 gallon tank which can give a range of between 400 - 450 miles at a steady 60mph. In comparison rides with the XT350, nearly everyone has commented on how much tighter a package the 600 feels over the 350, while other riders indulging in the usual bike swapping come away far less intimidated by the power and size of the machine.

The size and weight can be a problem on boggy trails where a wrong line soon has the rider off and pushing.

Over a 6 year period only 2 major problems have occurred. The cylinder head bolt front left lifted the thread out of the barrel, no amount of drilling and re-tapping could save the barrel, eventually I gave up and had to buy a new barrel (£160) which strangely enough came supplied with 4 longer than standard head bolts which has cured the problem. The other gripe is the rear hub housing for the 2 wheel bearings which distorts under the pressure of new bearings being fitted allowing the bearing to spin in the housing. Bearing lock might be an answer.

As is usual spares are a costly pain. I've a leaking oil tank which defies fixing but I'm damned if I'll pay £175 for a metal box 12"x6"x3".

YAMAHA XTZ750

One of a breed of bikes modelled on machines used in the Paris - Cape rally. Targeted primarily as a touring bike it has off tarmac potential on a limited number of England's lanes. Weight and ground clearance are its main drawbacks although the abundance of vulnerable plastic should temper one's choice of lanes. Plus points off tarmac; well it has plenty of power, a very large bash plate and a good riding position both on the seat and on the pegs. The tank should see you through a good weekend of trail riding (range about 300 miles) if you're careful with the throttle. Imprudent use can see the bike dip well below 40mpg.

Important changes and additions necessary for any serious trail riding and

touring include: the addition of MOTAD crash bars, these protect the faring which costs £250 per section to replace (3 sections per bike).

Drilling out the breather hole in the filler funnel in the petrol tank, otherwise the last gallon can take a good 5 minutes to squeeze in. Drill/ream the locating holes for the brake pad pins, they seize in the caliper. Lastly keep an eye on the finish of metal components, they are prone to rusting. Replace all brake lines with Goodridge steel hoses.

AFRICA TWIN

On tarmac, which is where these bikes spend most of their time, it handles very well. Well thought out switchgear and good lights off set the rather small seat which makes 2 up riding a very intimate affair, and a very tall seat height, and there-in lies the dilemma. You need to be tall to touch down the tootsies but on the move all that leg needed for footing it has nowhere to go. The sculptured tank is built for your 5'8" midget leaving those knees of the vertically advantaged out in the wind.

Off tarmac looks deceive. One would have thought anything goes but it is limited to the easier lanes. Very limited front end visibility and an uneasy seating position when off tarmac does not have the Africa Twin owner looking for vertical ascents or huge bogs. As with the XTZ all that plastic has the average owner looking in the classifieds for a KMX if harder lanes beckon.

BMW 1000GS

While it may not look as flash as either the XTZ or the Africa Twin, while the BM's electrics switchgear and lights may not be as refined as it's Japanese competitors, it does out perform the rice burners off tarmac. Not only does it handle a lot better it also crashes a lot less expensively. The tester of both bikes a Mr. B. McConnel, waxes lyrical about the African Twin with its looks and stylish colour scheme but grudgingly admits that the BM does seem to out perform the Honda in all departments where it matters.

On the down side, the test bike has had a problem with front discs warping, the bikes on it's third disc while the faring is worse than useless. At touring speeds the wind buffets the head of anyone over 6ft making long distances uncomfortable.

Leo Crone, Teeside

NOTICE

WEST SOMERSET GROUP TRAIL RIDE WEEKEND

Due to clash with TRF AGM, this weekend run over the Quantocks Exmoor has been unavoidably brought forward to October 14th/15th. My apologies to persons who are unable to attend on the rescheduled dates: money refundable. There are 20 vacancies for riders who are interested. Contact Dave: Tel 01643 841139. 2 Stoney Close, Wootton Courtenay, Minehead, TA24 8RJ. Send SAE or no ride.

LARA NEWS

Lake District & LARA Work Together. LARA says "How can we help you?"

The national park under the greatest pressure can show the most sense. That was the message at a recent meeting of local and national vehicle user representatives with LDNP rangers and managers, where agreement was reached on co-operative management. The discussions, on various measures to help resolve contentious issues surrounding vehicular use, allowed all present to explain 'The problem as we see it'. This cleared the air, and pointed towards a range of possible actions, some radical, some basic, including:

i. Recognition by users that some vehicular routes can sustain fairly regular use, but that others may not, and that self-control is vital to preserve both routes and rights.

ii. Recognition by the authorities that vehicular rights are just as valuable as those of walkers (and the routes more so), and that where routes are hidden or obstructed everyone is disadvantaged.

iii. Recognition by everyone that they can all benefit by helping each other, they can all help by drawing others into the management process, and that progress is not possible if anyone concentrates on failings or failures.

The working party is led by Geoff Wilson, LARA vice chairman, who said 'This should convince the doubters that co-operative management does work. I am particularly keen to have a permanent record of this initiative, as an object lesson for all, both in national parks and elsewhere in our countryside.' LARA is an umbrella body of motoring and motorcycling organisations set up to promote responsible use of the countryside for motor sport and recreation.

Lake District & LARA Working Together on Garburn Road: LARA says how YOU can help.

Following recent co-operation between the Lake District National Park Authorities and recreational motorists, and an offer to assist the Park with maintenance of the ancient highways, discussions are continuing about the old road between Kentmere and Troutbeck. Close examination showed recently that buried boulders had come into intimate contact with differential housings, and in consequence some users had been diverting from the traditional route. Local LARA members asked if they could help, not just with repairing the route, but in solving the major problem of diverting flood water which had scoured old ruts down to bedrock. Training for volunteers has been arranged for June 24th and 25th, and working parties have been arranged for the first two weeks of July. Any driver or rider interested in helping out among the wonderful scenery to the east of Ambleside should contact Sue Thompson, LDNP Ranger, for more details: 01539 727451, or write to her at the LDNP Offices, Murley Moss, Kendal,

LA9 7RL. LARA is an umbrella body of motoring and motorcycling organisations set up to promote responsible use of the countryside for recreation. For more information contact the LARA Information Officer, Tim Stevens, on 01704 894136.

Ed.: This is an opportunity to help prove that we really are interested in conservation and we can only do good for our cause by offering our help. So get yourself down there.

BUILD AN INTERESTING SPECIAL **MAKE YOUR OWN XL185 PRO-LINK**

With the XL185 no longer available, the best trail bike for some of us and its successor, the XL200R, only for sale in America and some European countries, I decided to make my own.

For some while I had been looking for a cheap XL125 for my son without any luck, and I also wanted to replace my battered XT250. I already have a 185 but wanted to leave that alone. I have had one before and felt I was pretty familiar with them. Anyhow the upshot is after a lot of studying and checking I decided to make my own 185 Pro-link.

I bought myself a second hand XL125R, 6000 miles, £475, eleven months old and an XL185SA, 9,600 miles, £180, two and a half years old. It had been thrown down the road at some time but seemed okay, particularly the engine. I felt it was just a matter of an engine swap and, in fact, it can be done without having to buy anything else at all except for a different main jet. So if any of you chappies fancy the idea, have a go, here are a few tips.

The engine goes in the frame no trouble; same engine mountings, bit of a tight fit though. Use the standard 125R exhaust system that's on the bike. The front pipe is the same diameter, and also use the 125 inlet manifold - it's the same size where it meets the 185 carb you will use, but it's smaller at the cylinder head. But that's okay, a step down, no obstruction. Put in a 110 main jet, raise the needle as far as it will go, one notch in fact. Retune pilot screw and check float level (often wrongly set by Honda). Use the 125 carb float bowl as it points the drain pipe in the right direction. The 125 silencer is less restrictive, hence the jetting up.

The electrics offer you a choice, either keep to the 12 volts of the 125 or stick to 6 volts of the 185. If you choose the latter, you'll have to change everything on the 125 - bulbs, horn, coil, battery, etc. I decided to keep to 12 volts - better lights, horn, etc. All that needs changing then is the flywheel and generator cover with coils swap these parts over and you are nearly there. You will end up with a black generator cover on a silver engine. I also decided to change, just in case it was different, the CDI Pulser Unit.

I had to make new head steady plates as the 185 engine is taller, of course, but one can buy XR200R plates, these should be okay.

So there you are. It's quite easy really, just takes a bit of time. the carburation was the most bother and getting one of the flywheels off. What a load of trouble you may say, but I enjoyed it. I could have enlarged the 125 engine - different crank and piston, etc. I didn't want an XR200R - too expensive, even second hand, too extreme suspension travel if one is after a true dual purpose bike, as I was, as I do use it for work. I find the standard gearing okay, 15 - 53 particularly as I use trials pattern tyres and they are a higher profile than the standard trail wing tyres. If you must use the standard tyres, ugh! Go up a tooth on the gearbox sprocket.


It's great on the road and great on the trail. The lighter 125 (by a pound) flywheel that I used gives quite a different feel to the engine, very responsive. It's best to jack up the rear suspension unit as much as possible, spring is a bit on the soft side, but I like it at the moment.

The next step was to put the 125 engine in the 185 frame and, presto, I had a bike for my son. Two bikes for the cost of £655 and one a bit special.

FOOTNOTE: The complete bottom half (minus crankshaft) of an XL125R can be used. Replace with 185 crank, assemble on the 185 top half, piston, barrel and head result six speed 185. Another option to go for is the later XL125R with it's much more effective disc front brake.

(Taken from a June/July 1984 magazine)

Pete Wildsmith, Hants



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LETTERS

CAMERAS FOR TRAIL RIDING

Tony Steel makes good sense in his analysis of the plethora of cameras available today. But, at risk of being a boring old fart, may I counsel, from bitter experience, against over-complication? About 15 years ago I remember Darlington trail rider, and professional press snapper, Mike Cowling, buying one of the first Olympus XA models, with the sliding front and simple bits and bobs. OK, Mike is a professional (*Northern Sports Photographer of the Year* award, I believe) but all the ability in the world cannot completely compensate for duff kit. Being only a 'point and press' photographer, I bought the XA's little brother, the XA1. Not as good a lens, nor as wide a range of adjustment, but still small, simple and adequate. Later on I added an XA2 (secondhand, these all went out of production years ago) which is top-rate. In the intervening years I had two of the more modern breed of autofocus/autowind compacts, one Pentax and one Canon. Both were fine when new, but the incredibly complicated, and sadly weedy, film-winding gear soon cried enough. Both were repaired twice; both failed thrice.

While all this was going on I saw a television programme about Mr.

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NIMBY of Mungrisdale, mountaineer Chris Bonington. Say what you like about CB's national park attitudes, the guy takes a mean high altitude snap. He opened a drawer for the TV camera and there lay a gross or so original XAs. Why, when Olympus would doubtless treat him to the best gear available? Because, said CB, they *are* the best - for that particular job. Up K2 in the death zone, on a particularly rubbishy day, you don't have time to mess about with frozen electronics, dead winders, and fogged lenses. Simplicity (and something small enough to carry in your armpit) is the key to success.

Anyway, I was impressed. I asked my local (proper) camera shop and they looked in a catalogue that lists cameras' secondhand values. XAs are not cheap. Anything up to £100 seems to be asked. After waiting for about six months, a nice, clean one (never raced, never rallied) came up, complete with dedicated, but detachable, flash unit, for £80. Wot can I say, Guv? It works a treat (certainly better than the XA1 and XA2) and is simple - nice little thumbwheel for winding-on, sliding front to keep Dandra Garth out, and a standard screw-mount on the bottom to carry an orange filter for when I am playing with black and white (if it's good enough for Bailey and Lichfield....) I believe there is also a final model in this series, the XA3, but this may have an implant of electronic jiggery-pokery. Bring back the Spanish Inquisition that's what I say.

Tony mentions trying black and white film. There is now a photographic paper on the market that works in colour processing machines. The BW film is developed in the conventional way, but the printing is done in the commercial machine. I don't suppose it is worth asking in 'SupaSnaps' (allegedly) but an old-school shop should know what this stuff is. There is also a BW film (is it called Tri-X?) which is entirely a colour process to develop and print. I have always found that this gives rather sludgy results. Or maybe that is the sludge on the lens? In summary, I wouldn't buy anything auto this, auto-that, again for general outdoor work. Given a Lottery win, I'd get an older Leica or Minox compact, where the lens quality seems to make up for the lack of gadgets.

Alan Kind

PICTURE THE SCENE...

...a quaint Herefordshire pub... and my mate Ian Wright said "Oh you're not going to begin the letter like that are you Fred KLX250 etc.?" Well Ian I haven't, but don't hold your breath. Anyway I digress, and I must begin at the beginning. Picture an 'old' (sorry Charlie) trail rider in the corner. We find out later that Charlie is 'up North' from Gloucester and is attending our meeting.

It was an interesting meeting RoW issues, lane repairs in the Lakes, legislation etc., etc.. Then came the 'runs' (no not the biological ones) Charlie mentioned that he was leading a run on the 21st May.

I must cut a very long story short, but two 'Lancashire lads' set off for the depths of Gloucester on Saturday 20th May at 4pm. We had to set off that late

because I have my 'aged P.' every Saturday. Ian's lifelong friend lives near Gloucester and they offered to 'put us up' for the night. At this point I must thank Roger, Jill and Family for their hospitality. They welcomed me into their home and I have never experienced such a reception. The trail riding was superb, they made the weekend brilliant! Thanks again.

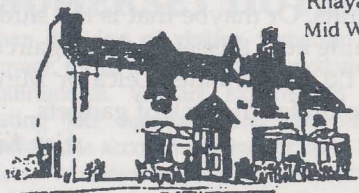
Charlie and the trails were superb, it was certainly an interesting experience. Quite a few of the lanes had wash out (Charlies term). When you think of wash out think of the lane eroded to bed rock, think of rock steps and gullies, think of big rock steps and gullies think of very big steps and gullies! I was pleased that he was a very experienced trail rider. As I was going down I sometimes thought 'My God what would this be like going UP!' It is just as well that he knew which way to tackle these lanes. Some of the roads we travelled were 'tricky' to say the least. Ian's trial riding experience was at a premium. There were several sections which only Ian could traverse 'feet up'. I have always marvelled at the trial riders skills, but to see it in action that weekend was a pleasure to watch. I would love to have his vision and skills. I think this very old ex-motocrosser is going to have some lessons from Ian at his local practice ground.

One letter is never enough to thank Charlie and our Gloucestershire lads for their efforts and fellowship. We must never forget that this is the TRF and the F stands for Fellowship. I must also recommend that you visit other groups. I have been a social member for about a decade and a riding member for the last five of them. During that time I have ridden with adjacent groups such as Yorks., Cheshire, and N. Wales. I have also been on Dales Weekends... highly recommended. After my recent experience I can only urge you lot to travel. The lanes we travelled were different to the ones we have been accustomed to.

I cannot give a lane by lane account. Furthermore, I do not think it would do justice to the diversity of interesting lanes we encountered. Our local (Lancs. and Yorks.) are not usually so overgrown. We thoroughly enjoyed the lane clearing, endeavouring to cut a path through

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the undergrowth. We met the 'angry walker', the chained and/or padlocked gate and the farmer. You know the on... who thinks he knows everything about roads and the law and in reality knows begger all. Charlie talked to him with the customary confidence, aplomb and acumen. Nevertheless Ian and I had a brilliant weekend. Thanks to all concerned. My message to the fellowship is GO... GO SOON... . It is a pleasure you must not miss.

JIALING JH125L

(XL125 manufactured under licence)

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to Club Members

Demonstrator available
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Davron, Northampton.
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Alan Hodson, Lancs. Group

PS The group were Charlie (DR350), Melvyn Taylor (XT350), Mike and John Hallett (DT125, KL250), Vic Lodge (XL125) and our two XR250s. Sorry Ian I had to get it in sometime!!!

TRAIL RIDERS TO THE RESCUE

Whilst out helping on a recent Horse event with members of both my own and Oxford group we ended up coming to the rescue of a different kind of 'rider'

We were in the process of taking down route markers along part of the Ridgeway when we were stopped by a couple of hot and somewhat distressed walkers. They themselves had been collared by a lady who was in rather a state as her husband had apparently collapsed in a field. As it was a scorchingly hot day I assumed that he must have been sunbathing and had been overcome by the heat.

An Ambulance was called and the Paramedics were not that long in arriving. The nearest road was however a little way from the scene so we offered to transport the Paramedics on the back of our bikes to the man. The chap I transported said that he had a road bike and thought that green laning must be a lot of fun! In my haste to get to the scene I failed to notice that access to the field was available via a farm gate and continued along the lane to the point where I was parallel with the victim. The Paramedic had said to me as he



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got on "take it steady otherwise there will be three of us requiring attention". In order to get into the field you had to climb over a barbed wire fence. Just as I thought the chap had made it he slipped, fell head first into the field and ripped his trousers in the process! Luckily the only thing that was dented was his pride.

Having transported the Paramedics back to the Ambulance to collect some more kit we enquired as to whether the guy was going to be okay. We were told yes, but they were going to take him in to be on the safe side. A 4x4 ambulance was called to be able to reach the guy and he was duly taken off to hospital. It transpired that they had suspected that he had had a minor heart attack.

As he was naked apart from a towel and what appeared to be a pair of swimming trunks which were around his ankles and we had our suspicions as to what he might have been up to, it was no wonder that he did not want an ambulance to be called

Amusement apart it was very satisfying to feel that we had been able to help out. Due to the circumstances of this incident I would not consider it to be politic to broadcast our involvement any further than the bulletin however our involvement in such an incident I felt was good for public relations.

Trevor Watson, PRO Swindon Group

ALWAYS A HIGHWAY?

It doesn't come naturally for brother Robert and I to jump to each other's defence, but in this instance I will... and yet again uncommonly will take great advocate Gwyn Thomas to task.

Robert castigated TRF members for riding onto High Street (Roman Road) and then down into one of the three main Southern Lake District valleys. Gwyn then suggested to Robert that Roman Roads may have vehicular rights... as of right... because Romans used chariots. On their way to what are now the open fell stretches of High Street the Romans also pulled their chariots across routes which are now crossed by walls and rivers. Should we also be claiming our rights on those routes?

Who knows who is right. I certainly don't. Yet what I do know is that while we perpetuate these intellectual, and largely irreconcilable, arguments our scene is being taken away from us.

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For as long as I can remember trail riders have fallen back on the maxim "once a highway always a highway". A good maxim maybe... but only until a law is passed that makes it as relevant as the Red Flag law, or any amount of other Common Law that quite simply fell into disrepute because it was no longer relevant to the current time.

Intellectual and historically sound argument has won some battles and been fruitless in others. Yet our total garrison is little stronger than it was 20 years ago and the same issues are being debated. I have seen no actual movement forward of the war front. There are battles which create a bulge from time to time, but then other victories by the other parties risk cutting us off.

Robert and I live on the fringes of Europe's most densely trafficked and visited National Park. It is loved to death! If the "Once a highway... etc." maxim is to be broken anywhere I predict that it will be in the Lake District... and folk who ride on High Street will have helped bring it about. I am not too bothered how much anyone shouts from the hilltops that they have a right to be there, because here in the Lake District we have a problem of too many people wanting to be in the same places at once, and of some activities not being compatible with others in a crowded environment. There is a dire need to do something about this. Present laws aren't helpful and they risk being changed until they are.

Members may have read reports in the broad sheet newspapers recently of plans to create a Traffic Management Scheme in the Lake District which would close many surfaced roads to all but access traffic. These moves will not be stopped by any common law maxim because the law in 1995, in the Lake District, is not serving us well. Common sense says it must be consequently changed... albeit temporarily maybe until the public's persistence on personal mobility is changed and the roads can be opened again.

Whether the Romans rode chariots onto the summit of High Street at a time when Europe was populated by less people than today visit the National Park in a year and set the precedence for us to do the same is of little importance to a National Park

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which is being worn out by over use. There is a move to start with a clean piece of paper in the Lake District, and others are following. If we insist on exercising rights which others think inappropriate, and more importantly are out of context with a present day need, then we will lose them.

Please help us make a place for trail riding as part of an overall management package in the Lake District. We are on the brink of fundamental change in the way that vehicular use of National Parks is managed. Places that have always been highways are unlikely to remain so... not for vehicles anyway.

Not unless the vehicle drivers/riders are specially licensed to use them maybe. A special (green) licence to use a public highway? Who would ever accept it? Maybe we all will have to when the law permits access to National Parks to be controlled like access to a Disney Park. The prospect of this is brought closer by every trail bike that features in places which almost no-one can defend in terms of present day perceptions... such as the summit of High Street.

Geoff Wilson, Cumbria

THANKS

Jean and Ian Garbutt would like to thank all who made donations to the collection of £439.76, which will be gratefully received by the British Heart Foundation. I am sure it will be put to good use.

I would also like to thank the family of Paul Mason who sponsored him on his Coast to Coast ride and raised £40. May we also thank you all for your many kind expressions of sympathy during the sad loss of Fred - they are very much appreciated.

Our thoughts were with you all on the Coast to Coast ride weekend and we hope everyone enjoyed it. Please keep on riding the green lanes and make sure that the hard work done by Fred and many others is not in vain.

Kind Regards, Jean and Ian

GET THINGS STRAIGHT

A note to clarify a piece lifted from one of my newsletters and published

GET THINGS STRAIGHT

A note to clarify a piece lifted from one of my newsletters and published in TRAIL. TRF Southern put a lot of effort into reclassification Public Inquiries - a fact that doesn't come across in that extract. In fact SETRA had a rep at that Inquiry as well. The groups I was aiming at were the 4x4 clubs (Hants and Berks Rover Owners, Lada Niva Owners Club, Range Rover Register, etc.) and the equestrian users (BHS and BDS) to name but a few.

A little something that may be of interest when comparing counties. Today members of Southern group rode 100 miles taking in some 48 lanes. We encountered 15 locked gates/farm implement type obstructions. The County say "Those entitled to use can get past".

Dave Tilbury, Eastleigh

SMILING RAMBLERS?

R. Stevens TRAIL No.200 asks when did we last see a Rambler smiling?

In my experience only a tiny weeny minority of rambles are of the non smiling variety.

Could this be that as I am always smiling and usually verbally greeting everyone I meet off tarmac that most of them can't help but smile back.

What goes around comes around, Mr. Stephens.

Phil Sadler, Derby

STEEL TOE CAP WELLIES?

I feel I must put pen to paper to comment on Jeff Snowden's letter in April's edition of TRAIL.

Whilst I generally agree with Jeff's advice on trail riding, I must express my concern on advising members to ride in wellingtons.

Following my fall whilst trail riding on January 13th, I have not worked since, due to a badly broken ankle. I was wearing steel toe cap wellies on this day, but they offer no other protection than round the toes!

Several friends in the East Midlands Group have bought trials or motorcross boots after my experience. I hope members nationally also learn from this.

Bob Woodcock, East Midlands

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