

GROUPS

AXE VALE Malcolm Preece, Tel: 01275 844757
2nd Mon, The Star, Star (A38), Nr. Shipham, Somerset

BLACK COUNTRY Nick Hammond, Tel: 01902 700749
1 & 3 Tues, 9pm, The Mitre, Church Road, Bradmore, Wolverhampton

BRISTOL Paul Andrews, Tel: 01179 659255
4th Mon, Keynsham Rugby Club, Bristol Road, Keynsham

CAMBRIDGE John Brooker, Tel: 01767 692805
1st Thurs, Golden Ball, Boxworth

CORNWALL Sally Madgwick, Tel: 01208 74411
3rd Thurs, The Ship Inn, Wadebridge, 8pm

CUMBRIA Anthony Hayhurst, Tel: 01539 721115
2nd Tues, Derby Arms Hotel, Wither Slack, Nr. Kendal

DERBYSHIRE & SOUTH YORKSHIRE
Kevin Marsh, Tel: 01246 811949
2 & 4 Tuesdays, The Angel Hotel, Sprinkhill, Eckington, Nr. Chesterfield, Derbyshire

DEVON Rob Williams, Tel: 01626 364564
2nd Tues, The Welcome Stranger, Bickington, Nr. Newton Abbott

DORSET Martin Diamond, Tel: 01202 571325
1st Tues, Greyhound Inn, Winterbourne, Kingston, Nr. Bere Regis

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

EAST YORKSHIRE
Howard Wadsworth, Tel: 01405 860904
1st Tues, Boot & Shoe, Gowdall, Nr. Snaith

ESSEX
Dave Anderson, Tel: 01277 657783
2nd Wed, The Swan Public House, Great Eastern, Nr. Dunmow

EXMOOR Ian Sadler, Tel: 01884 821547
2nd Wed, The Hartnoll Hotel, Bolham, A396 1 mile north of Tiverton

GLOUCESTER Charlie Morriss, Tel: 01453 885323
1st Wed, The Wagonworks Sports & Social Club, Tuffley Ave., Glos.

HERTFORDSHIRE Dave West, Tel: 07768 402424
2nd Thurs, The Old Guinea, Ridge, Near Potters Bar

HIGH PEAK & POTTERIES
Simon Lowe, Tel: 01298 70680
1st Tues, Black Horse at Endon (A53, about 3 miles west of Leek, Staffordshire) & 3rd Tue, Cheshire Cheese, Buxton

ISLE OF WIGHT Andrew Hawkins, Tel: 01983 617232
1st Wed, The Eight Bells Inn, Carisbrooke, Newport, IOW

KENT Gary Westbrook, Tel: 01843 590184
2nd Wed, Pied Bull, Farningham, Off A20, Nr Brands Hatch

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

LINCOLNSHIRE Paul Vernon, Tel: 01522 889079
4th Thurs, The Dog & Bone, John Street, Lincoln

LODDON VALE David Cook, Tel: 0118 901 4481
2nd Thurs, Inn in the Park, Woodley Centre, E. Reading

NORTHUMBERLAND Chris Moody
Tel 0191 387 3507 6-10pm or 0860 302001 (mobile)
1st Tues, 8pm, The Swan Inn, Heddon on the Wall

NORTH WALES Richard Hughes, Tel: 01244 533855
1st Wed, Capenhurst Social Club, OS 116 371 740

OXFORDSHIRE Kevin Lindsey, Tel: 01993 823865
3rd Thurs, The Red Lion, 127 Cassington Road, Yarnton

PEAK DISTRICT Neil Walker, Tel: 01788 811919
1st Thurs, 8pm, Travellers Rest, Ashbourne Road, Derby

RIBBLE VALLEY Brian Crabtree, Tel: 01200 426824
2nd Tues, Pendle Hotel, Chatburn, Clitheroe (off A59)

SHROPSHIRE Rob Latham, Tel: 01952 592324
2nd & last Wed, White Horse, Shrewsbury

SOMERSET Steve Hounsell, Tel: 01460 66452
2nd Thurs, The Bell Hotel, Curry Rivel, Nr. Taunton

SOUTHERN Russ McDermid, Tel: 02380 812371
3rd Tues, The Phoenix, Twyford, Nr. Winchester

SOUTH LONDON & SURREY
Steve Sharp, 0208 773 4204
9pm 1st Wed, Ewell Sports & Social Club, Banstead Road, Ewell, Surrey

SOUTH NORTHANTS
Trevor Gardiner, Tel: 01788 815927
2nd Mon, The Live & Let Live Pub, Harpole, Nr. Northampton

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

SUFFOLK Richard May, Tel: 01787 374073
Last Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

SWINDON Keith Owen-Bines, Tel: 01793 751129
1st Wed, The Carrier's Arms at South Marston, Swindon

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

TEESSIDE & NORTH YORKS
Mark Bieganski, Tel: 01904 656469
3rd Wed, 8.30p.m., Blacksmiths Arms, Swainby

THAMES VALLEY Julian Ogle, Tel: 020 8579 9778
3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex

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

WEST MIDLANDS Colin Bott, Tel: 01386 834105
1st & 3rd Thurs, Wilmcote Mens Club, Stratford on Avon

WEST YORKSHIRE Gordon Carr, Tel: 01729 830569
1st & 3rd Thurs, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford

WILTSHIRE
Alan Yandell, Tel: 01225 704888
1st Tues, The Bell On The Common, Broughton Gifford

WORCESTERSHIRE
David Gunster, Tel: 01905 452742 Mob: 07970 919790
3rd Tuesday, The Fox at Bransford, Worcs.



Patron: Lord Strathcarron

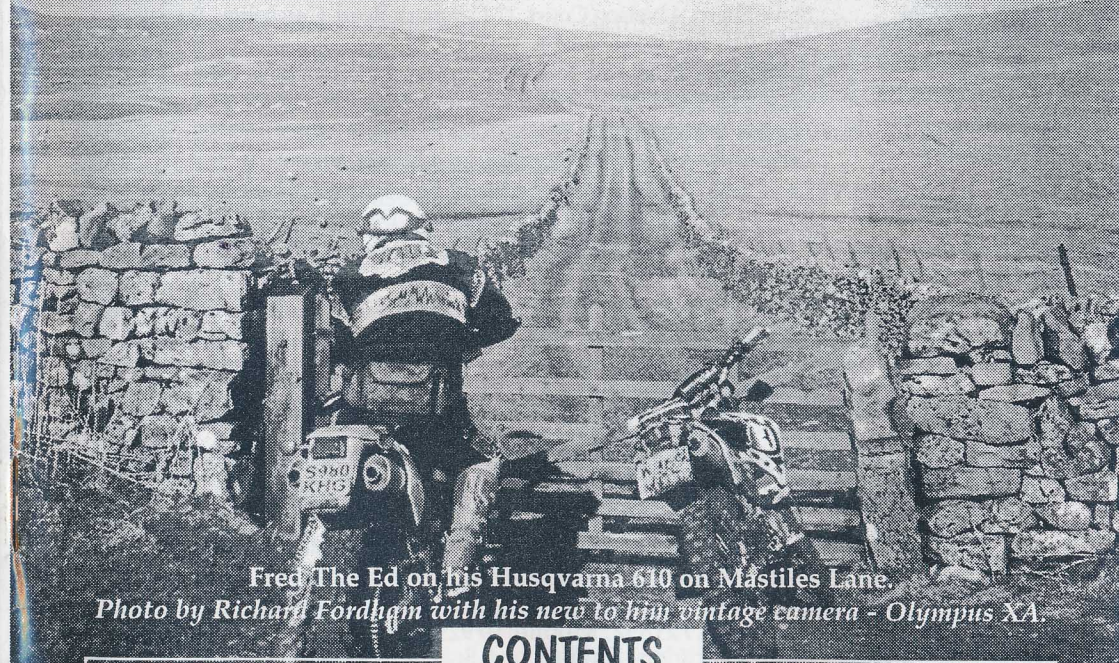
TRAIL

MAY, 2002

No. 285

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

EDITOR: Fred Ellison.



Fred The Ed on his Husqvarna 610 on Mastiles Lane.

Photo by Richard Fordham with his new to him vintage camera - Olympus XA.

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All Contributions to the Editor Please keep it short and sweet!
COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH

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Please send all classifieds with payment if applicable to: THE EDITOR

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EDITOR

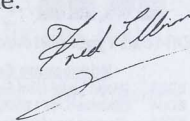
Dear Trail Riders,

What a hectic month's trail riding it has been, what with 'On Yer Bike in North Yorkshire' which was a ride on Saturday and the Navigation Rally on Sunday followed by a barbie (no, not the doll!). All superbly organised by Frank Kitching, Paul Suggit and their team. Even their wives got stuck in. Thanks for a brilliant weekend.

Then Des Wicket and his team from Cornwall visited us for a tour of the Yorkshire Dales (which was postponed last year because of foot and mouth). I think we showed them a good time because they set off back to Cornwall looking tired but happy. Incidentally this was again organised using the contacts on the back page of TRAIL. Its worth £30 a year just to get a copy of that back page!! Make use of it yourself, give somebody a call. Most of our members are more than pleased to show off the lanes in their area and maybe see how to tackle a couple of challenging lanes. In Cornwall we had to tackle something called Pink Panther - could the name have something to do with the local brew perhaps? And Yorkshire's reply, well that had to be Dandra Garth - graveyard of many a trail bike and it wouldn't be much of a surprise to find the well preserved bodies of a few trail riders from a previous age in the bog on top but all conquered it although not without some perspiration.

Well, that's the fun aspect but don't forget the serious bit - get your byway claims in so that we can carry on having fun for years to come.

Yours on the trail.



"ON YOUR BIKE IN NORTH YORKSHIRE" RESULTS

Winners of "The Spirit of the Event" Award:

Mike Stones/Andy Stones (son) and Tim Houlton 2900 points

Overall Winners & Highest Points Scorers:

Graham Smith, Darron Callender, Richard Flack and Jim Belt 4820 points

Runners Up: Peter Hall and Keith Sleightholme 4060 points

Third Place: Stuart Jerram and Mark Bieganski 3710 points

CORRECTION

Mark Holland's letter in April TRAIL "Damage?" (page 21) paragraph 4 should not have read £1870.00 but £817,000 and paragraph 9 should have read Dartington.

FROM THE CHAIRMAN

Dear Member, I believe all of you will now be aware of the state of play regarding the need to secure trail riding for the future. Councils have had for decades (which hasn't changed) a legal obligation to record all rights of way according to their correct status. This obligation has only been fulfilled in part and in a number of instances a very small part. The CRoW Act has removed this duty with regard to reclassification of RuPPs and has placed the trail rider in an invidious position when using old lanes shown on the definitive map as anything other than a BOAT.

"Yes, Yes I know all that", I hear you say! The reality is that research and recording is now down to volunteers, notwithstanding the promise of money to assist in the process, to make sure we can continue riding those vehicular lanes which are recorded as footpath or bridleway (now), and those which will be redesignated 'Restricted Byways' (maybe next year). Our particular pastime now depends almost entirely on the correct designation of the trails we ride. Therefore there is no escaping the fact that in the future we must ensure that each lane we ride which is on the definitive map, is recorded as a BOAT.

The time has come therefore for you, the Groups, to start mustering the resources you have in your group to make BOAT applications, which for some will be their first. Training sessions have been available (via LARA - Tim Stevens et al) over the last year or so. The TRF has published "How to claim a Byway", which has been well received and is an excellent reference document. So now, and before 'Restricted Byways' come formally into effect, we have to move forward. I am asking that over the next few months, i.e. before the AGM, each group makes at least one new application to claim a BOAT. These claims should be concentrated on those routes which are on the DM&S already, i.e. those where members' riding is under immediate threat.

It has been suggested that publishing this strategy may be counter productive in relation to those who would rather not see our pastime continue. In fact I want them to recognise that we are going to use every legitimate means to secure that which is a right so that responsible and legitimate users can exercise their rights (beneficiaries will include not only TRF members but also those who subscribe to the BBTC). I shall write separately to each Group Rep.

As a separate issue Dave Tilbury has been working for me in researching a variety of issues. Not least the question of how the TRF should be structured for the future. The detail will be made clear at the next Executive meeting (22 June in Nottingham) however I can say that it is not intended to make substantive changes, more a refinement to the present structure, which should not require constitutional amendments.

Safe Riding *André Confavreux*
P.S. For those of you following my last note it was a Gold.

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EAST MIDLANDS TRF GROUP MEMBER
Please phone for more detail or copy of my Free Illustrated price list

Telephone : **01949 850530** (anytime)

NOTICE BOARD

TRAIL RIDING IS GOOD "LET'S BE CLEAR"

said Michael Meacher, Minister for the Environment
"the vast majority of motorcyclists are no problem for anyone and certainly have less of an impact on the environment than motorists." "... it was important to get clear the very substantial contribution that bike tourism brings into our rural areas, and I absolutely agree that bikes and riders are and should be welcome right across our national parks".

Report from Dave Tilbury

Well, it is that time again and for the last time I press the keys to bring you my progress report. It will be really brief this time because I still have my report to prepare for the committee on my tasks over the last six months.

You will recall that we sent out a questionnaire to all groups seeking information on the number of potential BOATs in each group area and what was being done about researching and claiming these routes. Despite, or maybe because of, my sarcasm I received a 25% response. This makes interesting reading. If we extrapolate the responses we can say that there are about 3,300 lanes being researched with a known 1,550 to be looked at. In round figures that is five thousand potential BOATs with current resources.

The Discovering Lost Ways Executive Summary gives two figures for unrecorded rights of way. The local authority figure, the higher of the two, is 20,000 nation wide. Work done in a 'good' county suggests that there are a potential 3,000 definitive map modification orders, although these include alignment issues and other changes. Some counties have an appalling history when it comes to recording the public's rights of way and so I do not think it preposterous that WE, as trail riders, have around 16,000 potential BOATs to be added to our maps.

The requests for training have certainly made it clear that the TRF is willing to get stuck in. Training is a matter that we must now address with some urgency. There is a great opportunity for you to increase your range of options when out on the bike so grasp it - and enjoy.

With Chris Marsh I have been working on some figures that demonstrate just how much trail riders pump directly into the rural economy and this will be distributed in due course. The TRF mailing group, accessible via our web site, has been a great help to me over the last six months. I would recommend it to any one who is 'connected' as a means of seeking help on RoW issues (and other mundane stuff). As the questions and the answers are seen by all subscribers this could become the TRF's virtual RoW workshop.

Dave Tilbury

Meeting of the TRF Executive

Saturday 22nd June 2002 10 am for 10.30
National Water Sports Centre, Adbolton Lane,
Holme Pierrepont, Nottingham, NG12 2LU 0115 9821212

Agenda

Chairman's Welcome

Apologies

Approval of Minutes of 09.03.02 Meeting

Matters Arising

Substantive Issues:

- Officer Succession & Awarding of Honorariums (AGC)
- National Motor Cycle Show (SS)
- Group Questionnaire/Survey Circulation (DT)
- Elected Officers Reports
 - Finance (JG)
 - Membership (JP)
 - Public Relations (RD)
 - Rights of Way (DT)
- Scotways (JP) Byway Bonus (DT)

Subordinate Issues:

- Disclaimer for Maps (DT)
- Website (DT)

Status Reports:

- Lost Ways Project – Co Ag Funding (TS)
- Byways and Bridleways Trust Council (formerly TUA) (DT)
- Display Equipment (DT and Sub Committee)
- Merchandising (JH)
- HOTR Cumbria (AGC/SM)
- Training (DT)

Any Other Business

Whilst every effort is made to accommodate AOB it is often difficult to give sufficient time at the end of a meeting to do justice to topics. You are asked therefore to restrict AOB to a minimum. However should there be something of sufficient importance to merit time for discussion in the body of the meeting you must advise the secretary well in advance with any supporting papers.

Readers confused by the initials are referred to the officer list on the inside cover of TRAIL.

Good Moaning

I am still getting letters, emails & messages as a result of ... *again* my ramblings in the Trail magazine, so thanks to you all.

Mr Humphries rang some time ago but his message was extremely difficult to understand and we could not decipher his number - could he ring again please.

A fellow member of the BMW Owners Club needing a week away from it all booked our apartment. A cheap flight from Stansted to Perpignan was quickly arranged and in no time he was here in the South of France. I loaned him a pushbike and he relaxed enjoying a week of sunshine in March. He had remembered to bring his driving licence and he had checked with his insurance to be sure that he was covered riding someone else's motorcycle in France so one day we went trail riding - me on the XT600E and Peter on the XT125. The 600 went better than I expected, the limiting factor was me. After four hours my arms had had enough. As it was Peter's first trip off road, he was also happy enough to head for home, but thoroughly enjoyed it.

Bob Rowley of the Black Country Group promised to call in and see us on the way back from two months in his caravan in Spain. The chance of another trip out with a riding companion had to be given up when the area was invaded by hordes of killer caterpillars. Called 'chenilles processionales' because they travel in long lines nose to tail, these creatures drop out of pine trees for about two weeks every year and they are so toxic that stories of dogs having to have part of their tongues removed after attempting to eat them and also septic paws if they tread on them are quite common. I know from personal experience that people are affected too. My wife and I found ourselves covered with really itchy spots after disposing of about one hundred of them by pouring boiling water on them. We will be more careful next time.

Martin and I went to an Auto Jumble - Bourse d'exchange - at Ornaisons, a nearby village. We both found bits and pieces which we were looking for and among the many machines I noticed was a fine example of a Horex Regina a bit like an Excelsior Manxman o.h.c., tele-forks, full width hubs, enclosed chain drive, plunger rear suspension, sprung saddle. £2000 seemed reasonable. An immaculate 94 Africa Twin, 45,000 kms, one owner from new, seemed cheap at £2,200. There was also a Ducati trail bike, but not for sale. The owner assured me that it was genuine. The engine, despite having Ducati name cast into the side covers, looked very similar to the 125 Sachs unit. A very typical 70's Italian trail bike.

I got excited when one of the stallholders mentioned that he had an XR200 in his lorry. When he got it out, I couldn't hide my disappointment. It was partly dismantled and had no papers. When I suggested that I would try to get a Carte Grise, he looked a little shifty. Checking the bike over I found that someone had done a very good job of removing all the identification numbers, so no deal. The bike itself had a strange mono shock rear suspension operating through cantilevers on the perpendicular shock absorber. The swing arm was excessively long and looked very ungainly.

There is an XR200 for sale in Marseille but talking to the owner on the phone didn't exactly fill me with confidence. If we can agree to meet halfway - about two hours from home - I won't be too disappointed if it turns out to be rubbish.

A DR125 would be acceptable as there is always a chance of upgrading to a 200 at some point and the bike size is similar to my old Serow.

I tried to make a deal with the local Gas-Gas dealer on a new Pampera, but he wanted my XT600 and to my mind too many euros as well, so no deal again.

I have spoken to the Beta dealer in Perpignan. He only has new Beta Alps for sale and I was looking for a used one as the price of the new ones is too high.

An interesting point is although we now deal in euros for all our buying and selling, when it comes to hard bargaining we go back into francs then at the end of the negotiations, we have to use calculators to convert back to euros. Strange.

For those interested, and I have had a few guesses, the French for fiancé is 'mon petit ami' for a chap and 'ma petite amie' for a girl. An 'impasse' is the French for cul de sac. For next time, do you know the French for a goldfish or the French expression for big headed?? Answers soon.

On a recent visit to Corbieres, the number of brand new notices banning 4x4's and motorbikes on tracks was worrying. French riders make an obscene gesture when I talk about these signs. They either ignore them, or ride in another area. They have got lots of room and just don't seem to think that there is any danger in them. I emailed Focused Events who organise off road trips to France to find out how they are dealing with this (Alsace - one of the areas they ride, is almost a complete no go area, I understand) but so far they haven't answered. Perhaps they ignore signs too. I'll let you know when they reply.

A law passed in Paris takes time to filter to all parts of France, but eventually 'Natura 2000' which I understand is very much in the CRoW vein, will be enforced and it will be interesting to see how the French deal with it. For the present I still feel that quiet, carefully ridden motorcycles are still welcomed, in my area at least and I shall continue to ride in this manner for as long as I can.

Today it was 28 degrees. A strong wind kept conditions comfortable, but it is a sign of things to come. I never thought that I would miss the mud, but I do. Ride Safe.

Mike Kirby, mhcarefree2@aol.com, (France)
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BOOK REVIEW

MOTORING AROUND HEREFORD, WORCESTER & THE WELSH MARCHES. A. B. Demaus.

Publisher Tempus, 2001, £12.

Superb, clear, dated photographs of cycles, motorcycles, cars, trucks, etc. Not just of interest to people who live in the titled area. Many photos from the 1910s and 1920s.

Remember, contrary to the anti-RoW propaganda, photography was invented in 1825, the motor vehicle just before 1900, and by 1930 there were a million cars on the road: giving new freedom.

Buy now while its in print!

Mark Holland

Southern Group TRF FUN DAY

Saturday 13th July, Ham Lane MX Track - Langrish

This years Fun Day is promising to be THE BEST YET!!!

We have the use of Ham Lane MX Track for the Saturday. After the day's festivities you can put your feet up, enjoy some BBQ food, have a shandy or two and even stay the night as camping is available for no extra cost.

The track is situated among some of Hampshire's finest green lanes. Short Runs are organised throughout the day, for all levels of riding skills. The MX track itself is one of the best in the area and will challenge your riding skills with it's steep hills and numerous jumps. Also available for your use, is a fantastic trials/play area suitable for all, from beginners right through to the Dougie Lampkins.

So if you want to test your suspension to the limit or try your nerve in the trials area, then this is the place for you. All levels and abilities will be catered for.

Join us for a fun filled family day

Anyone interested please e-mail lee.jax@teamsf.com for directions

ORDER FORM

Please reserve me ___ places for the fun day.

No. of adult Riders ___ @ £20 for the day incl. riding, food, drink, toilets etc.

No. of non-riders (partners, children, friends etc.) ___ @ £5 each incl. food, drink, toilets etc.

Name _____ Total amount paid £

Please send all cheques payable to Southern Group TRF, 31 Broomhill Way, Eastleigh, Hampshire, SO50 4RL. For any information ring Lee 02380 611110.

SNIPPETS FROM SOMERSET

Great Stove Lane, Winford (Byway)

Guess what? The ONLY byway in the unitary authority of North Somerset has had a six month TRO against ALL traffic put on it, so that "stabilisation works" can take place.

Known by local TRF members as "Mad Axeman's Lane", Winford Byway LA19/82 has a long history of intimidation, obstruction and obfuscation by the highway authorities of former Avon C.C. and now North Somerset Council.

Taken to Court by Woodspring Bridleways Association in 2001, N.S.C. were given till August 2002 to put the ancient highway and holloway back into repair (s.56 H.A. '80)

Bristol Water Company (see reproduced letter on next page) say they have no "apparatus" obstructing the lane so concerned minor highway users on foot, hoof and wheel are urged to keep a watching brief!

Two of the best green lanes in Mendip District appropriately named "Green Lane" and "Leaze Lane" on the Mendip plateau have now been gated and locked by the WILL WOODLANDS TRUST. Near Hazel Manor, large electronically controlled gates and stone pillars have been constructed. TRF Members have used these atmospheric lanes since 1984 without complaint. Local horse rider(s) have reported the locked gates and are very concerned at WILL WOODLANDS action. Byway/bridleway claims are likely it seems.

Gwyn Thomas

Letter dated 11 March 2002 to Mr. Gwyn Thomas from C. J. Hunt, Project Engineer Civils at Bristol Water plc:

11 March 2002

Dear Mr. Thomas

Watery Lane - Great Store Lane

Further to our letter of 27 February, I confirm that our only interest in the above is for access to and protection of our strategic main which carries bulk water from the Mendips into Bristol.

During work carried out in the past, we did erect a gate and build a stone headwall and drainage system at the above mentioned junction. This was carried out in conjunction with Avon County Highways and John Weaver of Spring Farm. Reference was made to the current Ordnance Survey map at the time, which did not show Great Store Lane. I was never consulted or advised of any action being taken to re-open Great Store Lane. As considerable erosion has taken place along its length, the location where our main traverses the lane may be subjected to loads, scouring and erosion, which could result in the collapse of the main. This in turn could affect the supply of water to Bristol.

All I have asked is that our current access arrangements are retained so that we can maintain at all times the line of works structure. Other structures have been constructed at the junction of Great Store Lane for which Bristol Water take no responsibility.

C. J. Hunt
Project Engineer Civils

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MILESTONES/MILLSTONES OF MOTORCYCLING

PART 10:

DIFFERENT STROKES FOR DIFFERENT FOLKS

The theory goes something like this:

Valve thingies are so terribly complicated. You need at least two of them, complete with springs, guides, collets (infinitely loseable as they propel themselves across the garage), camshafts, timing gears and cam chains in order to let gases in and out of the engine. The design of the so called 'poppet' valve has remained basically unchanged since the dawn of motorcycling and, if anything, the damn things are reproducing, with four or even five of them to each cylinder being commonplace.

What wouldn't you give for an engine that is simple in the extreme with a minimum of moving parts? So goes the thought process which resulted in the two-stroke engine. However, the reality is never as good as the dream and we have been blessed or blighted, according to your point of view, by this type of power unit.

Certainly, most two-strokes, particularly in earlier days, have been simple in the extreme and have been responsible for introducing many to the 'joys' of motorcycling. Unfortunately, the disadvantages of unpleasant noise, excess smoke and relatively high fuel consumption have relegated two strokes to the commuter/low cost end of the market.

Question. Faced with the choice between being given the design and production facilities for a technically advanced, four cylinder, autobahnfest, 'people's car' (VW Beetle) and a very basic, single cylinder, two stroke motorcycle, which would you choose? Yes, so would I, but the British government/ motorcycle industry chose the bike. A quick bit of badge engineering and the D.K.W. became the B.S.A. Bantam, beloved mount of a whole generation of Royal Mail postmen. I am always ready to accept conspiracy theories and I cannot help but think that it might have been in the government's interest, post-war, to encourage low-cost transport, which did little to deplete precious resources. The image of thousands of people, riding to work in the rain on little two stroke bikes is Orwellian in the extreme, but the road system after the war could not have coped with a huge increase in people driving 'peoples' cars. I have since found out that this is not strictly true but I have never been one to let the truth stand in the way of a good story, particularly if it involves some sort of government cock up. Sounds familiar. Well, yes it is, but the government of today recognises the value of riding small motorbikes to work by increasing the road tax by 300%. Now, what is the message we are to understand from this?

Take a deep breath and its back to the plot. Two-stroke engines fire every revolution so they should, in theory, be inherently twice as powerful as a four stroke. That this is not so is due to the fact that the effective compression of gases can only

occur when the exhaust valve has been closed by the piston. Thus a theoretical compression ratio, using total swept volume, of 11:1 might only, in effect, be 7:1. Also employing atmospheric pressure to drive the flow of gases into the crankcase is only as effective as the degree of vacuum obtained as the piston rises. Having dirty great holes in the side of a cylinder, results in a great difficulty in keeping the fresh charge of air and fuel where it belongs. The bugbear of two-strokes is high fuel consumption, particularly when tuned. Early D.K.W. racing two strokes' thirst for fuel made both John Prescott's Jaguars put together seem frugal.

The great breakthrough in two-stroke technology occurred as a result of trying to overcome the problem of fresh charge escaping through the exhaust port, along with the exhaust gases. It was discovered that, by designing an exhaust system in a certain way, the escaping gases could cause a pressure wave in the reverse direction, arriving at the exhaust port in the precise time to stop fresh charge escaping, thus maximising unburnt fuel loss and increasing efficiency. That the work of Walter Kaaden, working on a pathetic budget, should achieve so much is the stuff of 'Boys' Own Ripping Yarns' adventures. Certainly the exploits of the MZ team in overcoming poor metallurgy and lack of resources cannot be underestimated. In a strange twist Ernst Degner, an East German rider/engineer, working for Kaaden, defected with the secrets of the new technology and won a World Championship for Suzuki.

In order to make maximum use of the new expansion chamber exhaust, other developments were forced. Liquid cooling became necessary to overcome the unequal expansion of a cylinder full of assymetric holes and reduce embarrassing (and painful) seizures. Hence we now have radiators to keep our knees warm.

If you take what passes for an air filter of an old Villiers and place your hand behind it as you rev the engine, said hand becomes covered in petroil. This is because some of the charge, instead of being squished up into the cylinder, comes out the way it went in. To alleviate this symptom the reed valve was introduced. By the simple means of using thin steel (plastic or carbon fibre) petals, a one way street for incoming charge was obtained. Now the system is ubiquitous in the extreme.

Nevada Motorcycle Adventures

The trail riding adventure of my life!

The best trails, I seriously doubt if they come any better anywhere in the world. We crossed deserts, rivers and climbed mountains. The scenery, varied, stunning, something you have to experience to appreciate. Views, absolutely awesome. From day one I was absolutely gobsmacked by the sheer beauty of this vast wilderness. The mountains were magnificent. We mere mortals can only stand in awe when privileged to witness such scenery. Perceptions of Nevada as "Death Valley" quickly dispelled. This trip was not all biking. Saloons always had at least one character. There is much more I could say about this trip. If you have even a drop of Castrol R in your blood then get out there and experience it for yourself. Me, I'm going back as soon as I've got enough brownie points with the wife. From: "Welshman Out West" by Mike Rees, published in Off-Road Review.

Contact 775-359-4380

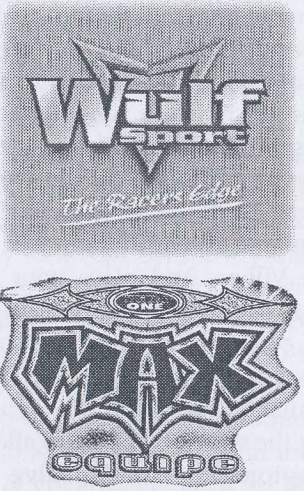
e-mail info@nevadamotorcycle.com

What is this 'petrol' stuff you ask. In days gone by oil used to be mixed in with the petrol so that lubrication could occur wherever the petrol went. Very quaint and surprisingly effective but what a pain to measure out the correct amount of oil each time fuel was added. Enter positive oiling from a pump, connected to the throttle, which meters out precisely (?) the right amount of oil and adds it to the inlet port. Oil/fuel pre-mix is still used in racing machinery where the throttle is rarely closed. However, for daily use, occasionally putting oil into a separate tank is a far more preferable option. I wonder how long it will be before we see the cunning oil measures built into Bantam tank caps in antique shops?

Next problem. Two-strokes by their nature tend to work best at a specific rev range which becomes narrower as the engine is tuned. Spreading the power band has been difficult to achieve and many machines now feature exhaust valves to overcome this disadvantage. These valves raise and lower the effective height of the exhaust port at different engine revs. Some are actuated off the crankshaft using centrifugal force (or a reaction to centripetal force for pedants), and others, such as my CRM have an electronic system of trigger unit, servo motor and associated wires and cables.

By now you will have realised the point I am trying to make. That is, that to overcome the shortcomings of the two stroke engine, it has to become as complicated as its four stroke counterpart and it still sounds horrible and uses more fuel.

Rodger Davies



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COMMENTS ON TTR250 AND XT225

REF. PAT BULLEN'S REQUEST FOR EXPERIENCES

Ref. Pat Bullen's request for experiences with the Yamaha Serow - I purchased mine new on the shortest day of December some two and a half years ago from Dick Feather Motors of Bradworthy. It has now covered 5377 "kilograms", (3333 miles) in this area, N. Cornwall, Barnstaple, on Exmoor, the Brendon Hills and the Quantocks, without any untoward problems. At 73 this 'Oldest Swinger in the West', (& probably the heaviest, at 15 and a half stone in the "Nuddie"), finds it light enough for even him to pick up after a tumble. It is reliable and low enough to make paddling easy. It is also easy to work on, so I change the oil and clean the filter every 2-3 months and check the tappets once a year. The latter are easily accessible as removal of the seat and tank take only a very few moments, as does replacement of the brake pads (rear only so far). I have made a chain oiler, (why not standard as on my '61 Greeves?), from plumber's plastic materials and so far have had only to replace the gearbox sprocket. The clutch, although working well and being very light, has started to make a graunching noise as it engages. Neutral can be difficult to obtain when the gearbox is warm but otherwise I have experienced no snags. Nipples, if you'll forgive the word, can be rather a bind, (bound nipples?), as I always grease them after every ride. Should one break off, the entire S.A. has to be dismantled! The easiest way to lubricate them is to lay the bike down - the battery acid does not emerge and only a little petrol is lost from the float chamber. The top left hand nipple requires one to hold the grease gun's flexible connection on to it firmly whilst someone else operates the gun from the right. (My 12 year old son usually obliges - he can now ride the Serow). It is nice to know that one CAN lubricate the suspension - but my 41 year old Greeves Scottish (one owner from new - cost £190), has no grease nipples so the suspension cannot be lubricated but is still sound.

The Serow is an economical little beast and also makes a good road bike. It returns at least 110mpg on the road, (on the rare occasions I use it thus) and, in the lanes at least 75mpg. The six speed box gives plenty of low ratios for mud and rock steps and a very reasonable road speed. It has adequate power to propel even my bulk up the steepest climb and good brakes for descents... The tubeless rear tyre gives no trouble - bar wearing out! The rear wheel bearings lasted only some 18 months. I find that heated grips are a great comfort psychologically, despite repeated requests from others to dry their gloves/warm their hands!

To sum up I would say that the Serow is one of the best value for money bikes available - spoilt only by a handbook in Japanese. Yamaha UK refuse to

recognise the Serow and therefore are "unable to supply an English version"!
A pity that I may have to sell soon due to divorce.

John Chilcott

DIRECT COMPARISON

I bought a new Serow a few years back and loved it until some b-----d stole it. I did the long distance trials and a lot of trail riding with it. Because I could not find another new (or even newish) XT225 I replaced it with a TTR 250 which I have used for three years..

Comments on XT225

Basically a commuter bike which can be modified for trail use.

1. Headlight on all the time (USA Spec). I wired an on/off switch to the dip light and left the tail light on. This was a compromise as breaking into the wiring harness to switch the tail light also was complicated.
2. Cannot fit a 400x18 trials tyre (or knobbly) without extending the wheel spindle slot in the swinging arm. This means extending the chain unless you alter the sprockets also.
3. I found the standard gearing a shade too high. Dropping from 15 to 14 made it much better in tricky going but still had a reasonable road

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speed. Dropping to 13 was ideal for trials going in long distance/classic trials. Pattern sprockets easily available.

4. Mine had a carb breather pipe that was routed down to the swinging arm. It would block the air pressure in deep water and I would run out of petrol in the middle of a river. Not fun. It took a lot a wet feet to find that one out. I re routed the pipe up under the seat and could chase submarines thereafter.
5. I found the steering lock a little limited for trials so ground off some more of the lockstop until just short of hitting the tank with the forks. A big improvement for trail riding also.
6. It is reputedly a very popular commuter bike in Japan and was not designed for trail/enduro. Hence it has a low seat height which is great for dabbing out on the trails or in sections. This has saved me many a crash. The down side to this is that the footrests were also a little low and would ground out in deep ruts. The gear stick could also get nudged out of gear in ruts. Some people raised their footrests but it's not easy as you have to alter the footbrake/gear change as well.
7. My model had electric start only which gave me no problem. It would easily bump start if ever needed.
8. All round it was a great bike for real trail riding especially by us older gits! Good handling, good performance, magic button starting, AND a bike you can get your leg over without a step ladder.

The engine gave me all the power I needed. You could screw it like a two stroke or it would plonk like a four stroke. The handling was very good. The bike was light and easy to pick up.

Comments on TTR

Basically it is an enduro bike modified for the trail.

1. Same comment on headlights as the Serow and the same solution. This means it has loads of suspension travel in turn gives a high seat height. The seat lower than most enduro based bikes but still too high for dabbing. I had a local upholsterer take an inch of foam out of the seat but it is still too high.
2. It will take knobbly or trials tyres without modification. For some unexplained reason I suffered a series of punctures with the Trials rear tyre so fitted a knobbly and seem to have cured the problem.(they are much harder). The knobbly is better in mud/bog but the rear end spins all over the place on rocks.
3. The standard gearing is too high for serious trail riding. I dropped it

one tooth on the front but would go one more if I sprockets were available (they ain't).

4. No problem with carb/deep water.
5. Steering lock is ok but could be better.
6. No problem with ruts. The pegs & pedals are nicely out of the way. The down side comes if you have to dab i.e. you usually go down!
7. Magic button starting is good but it is more difficult to bump start. ALSO the battery is a special and expensive to replace. It needs a constant rate charger (also not cheap). If left for long periods the battery will discharge. I now disconnect mine if leaving it for a few weeks.
8. It has a digital display speedo in kilometres. This means you cannot convert it to mph and have to do mental arithmetic on the run. Not too difficult as in reality you only need to know what 30, 40, and 50 mph are in kph.

With it's enduro pedigree the TTR has more power and handles better at speed than the Serow. Both have more than adequate brakes.

Why o why cannot the Japs give us the option of alternative rear shocks.

I would willingly give up 3 or 4 inches of travel to gain a sensible seat height. Us non racers don't need the former but we do need the latter.

Mike Rees

YAMAHA TTR250

The TTR250 has an air-cooled, 4 stroke, 4 valve, DOHC single with electric start, six (fairly close ratio) speed gearbox and disc brakes front and rear.

Pre-Y2K (white) models. There are basically two models: the Open Enduro and the Raid. The TTR is a very civilised trailie that the UK Trail Bike and Enduro Magazine (TBM) described as being "as civilised as it is competent". Only a handful of TTRs was imported into the UK back in 1995 by Yamaha and they were never classed as "official" imports. They

seem not to have sold well - not because they weren't good bikes - but because of what was described as an "exorbitant" price tag at the time of £4,000 plus.

There seemed to be a lot of imports between 93 and 95 (usually white plastics and metal tanks) after which there seems to be a gap until the new "blue" Y2K TTR (plastic tanks) became available, again only as imports. Some common cycle parts such as brake pads are interchangeable with other makes of offroaders but the gel battery seems peculiar to the TTR and is relatively expensive.

The Open Enduro model (pre Y2K model) has a well-specified suspension set-up with adjustable units front and rear. The very capable quick-steering front end has a leading axle and air-damped forks with over 10" of travel. The rear has Yamaha's own rising rate monoshock with a remote reservoir that allows adjustment for both compression and rebound damping and about 10" of travel as for the front forks. The ride is plush and predictable. The TTR has a steel box section frame with a heavy-duty ally swingarm and distinctive purple anodised wheel rims which you either love or hate! The engine thrives on revs but has enough bottom end to plonk along at low revs and still pull cleanly from nothing. Quoted at 28bhp @ 8,500rpm

Y2K (blue) models. These plastic-tanked models have electric and kickstart as standard making them "dual start" as well as having revised steering geometry and suspension. They look good in new blue and white Yamaha "YZ" livery.


As a born again biker, I started off-roading with an '86 air-cooled Husky WR250, followed by an RM250 and a KDX200. My stepdaughter bought a Yamaha TTR250 Raid (full-on trail version of the TTR) and by pure coincidence my search for an electric start 250 4 stroke turned up a tatty 1993/4 Open Enduro version which tidied up very easily.

I am now on my second TTR250. On the basis that you don't live forever, I pre-invested some of my pension into a brand spanking new import (about £3,300 on the road) and I continue to be delighted with the model. I think they are the best all-round off-road bike available (probably)! An excellent trail and Long Distance Trials mount.

When I got my first TTR there wasn't any information anywhere that I could find so, as I discovered it, I put it on a website - the "TTR250 FAQ" which now seems to have a life of its own. Since the initial web pages went up I have had a lot of input from other TTR owners which I have added. - see www.briansussex.btinternet.co.uk/ttr250faq.htm

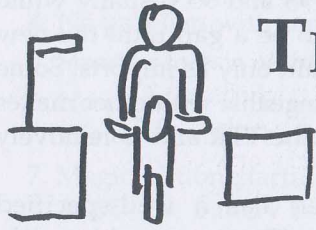
I also started a Yahoo Group just for TTR250s at the end of June last year and there are already over 160 members from around the globe with the Group growing almost daily. Joining instructions for the Group are on the FAQ pages.

Brian Sussex



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VIEWS FROM THE SADDLE



THE THOUGHTS & ISSUES OF TRAIL RIDING
Through the eyes of Richard Fordham

TRO OR NOT TRO THAT IS THE QUESTION

In this month's Views from the Saddle, Richard Fordham talks about the ineffectiveness of Traffic Regulation Orders and the somewhat hypocritical opinions of the anti motoring pressure groups.

"If you don't take your leave by the end of March, you will lose it!" said my boss to me on the 25 March. I had 10 days leave to take in 6 days! Nobody had told me that I couldn't carry it over!

So my immediate holiday gave me an opportunity to go trail biking...

I met up with Fred Ellison on a weekday to ride several of the classic lanes in the Yorkshire Dales. Most of you will have heard about moves to apply experimental Traffic Regulation Orders on a number of green lanes within the Yorkshire Dales National Park. This is a consequence of various pressure groups that are keen to see National Parks as exclusive playgrounds for their own members.

It always amazes me that these pressure or amenity groups are so offended by a trail bike on a green lane and mount huge campaigns to ban us. These groups almost seem to forget or gloss over

the more real issues that seriously affect the historic character and special qualities of National Parks. Many National Parks offers a good quality stone that creates an economic pressure for quarrying. Many of the existing quarries have current planning consents and continue to win minerals - carving up the landscape.

Legislation exists that means you can take a non listed vernacular stone and slate cottage in the middle of a National Park and fit white plastic windows and doors of a modern design! In addition you can add a flat roof brick extension onto the back and all this can be done without express planning permission! Yet these pressure groups seem to consider my Husqvarna burbling along a historic lane built for vehicles, and used by vehicles for hundreds of years, as more offensive than seeing the historic character of the built environment ripped out or the landscape dug up.

It astonishes me these groups have value based opinions on what they consider the countryside used to be like and therefore should be like. We have always had motorsport and recreation in the countryside as long as we have had horseless carriages. In some cases motorsport is older than the so-called 'traditional' rural activities like caving and

even walking. The Dales hosts the oldest motorcycle Trial in Britain - The Scott Trial beginning around 1908. The trial began before Leeds United Football Club was ever established; it is possibly the oldest running (bar the war years) outdoor sporting event in Yorkshire, after the Kipling Cotes Derby horse race - back to at least 1515! It's even older than the Yorkshire Dales National Park itself. Therefore motorsport and recreation is part of the heritage of the Countryside and most National Parks, de facto.

There's one particular pressure group that is a huge supporter of the Settle to Carlisle railway but continues to campaign against us - the trail bikers. Now, before I upset any train enthusiasts reading this, I think these old steamers are great machines, my Grandfather used to drive the Mallard and Flying Scotsman when he was a train driver in Doncaster. However a steam train on the Settle to Carlisle Railway is put on for pleasure and recreation (people don't commute on steam trains anymore). So what is the difference in the principles: a steam train is a huge, visually intrusive, noisy machine belching out pollution in a National Park. Yet this steam train is running purely in

the name of recreation, however the pressure groups don't seem to want to see this form of vehicle banned. Why is this?

Anyway, the reason I was in the Dales on my day off was to ride some lanes that we feared might have TROs applied to them. Although we planned to ride several lanes, we actually only covered a few, but these included Mastiles Lane and Foxup Moor.

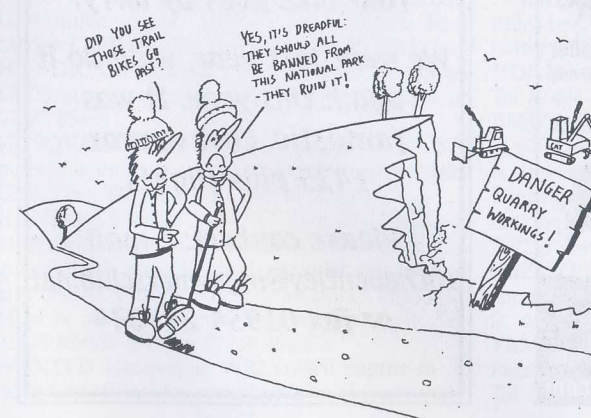
"It will be sad if these go" said Fred when we took a breather along Mastiles Lanes. However as I explained, this might not necessarily be the case.

A Traffic Regulation Order is just that: a regulation. It can only be imposed by a road traffic act standard sign and enforced by a uniformed police officer or traffic warden. If some unscrupulous person was to come along and removed the TRO signs, spray them out with a can of paint, burn it, wreck it, or whatever; the TRO cannot be enforced and you can ride that lane. Its just the same as you can't be given a parking ticket for parking on a road with double yellow lines, if the lines are not painted on curb side; or you cant be given a speeding ticket if the 40 MPH signs have been removed from a road side and you continue driving along a 60 MPH:

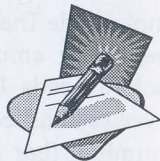
simply you did not know that there were regulations in place and you can not be punished for it - seems fair!

By the time we had finished Foxup, it was getting dark and we rode to a pub for a quick drink, just below one of the large working quarries eating up the National Park, next to the Settle to Carlisle railway line.

Richard Fordham

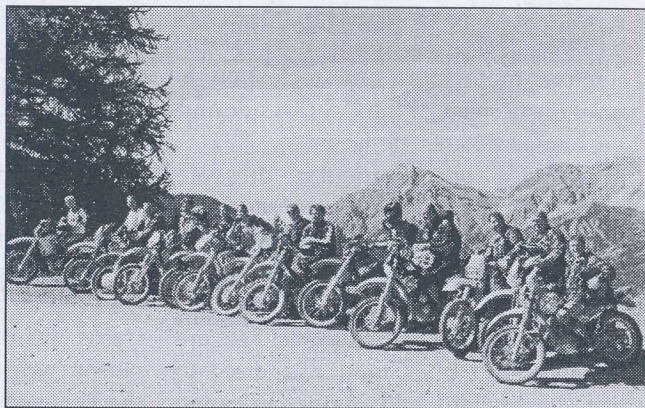


LETTERS



RETURN TO THE ITALIAN ALPS

Anyone interested in trail riding in Italy this year? We arranged a very successful trip last September and twelve TRF members enjoyed riding their bikes through the Italian Alps. We had excellent guides, a superb hotel and our bikes were transported there and back by lorry and the members flew to Turin. Likely cost for one week is £425 plus air fare



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at Ryanair's bargain prices. Three trips planned. The first is for 25th August. More details? rochebentley@mgownersclub.net or fax 01954 267044
Roche Bentley

NEW TO TRAIL RIDING

I have only been trail riding since last November, so I may be one of the TRF's least experienced members. I am not a thickie, but I have found recent letters in the magazine as clear as mud!! I am interested in 'claiming a byway' and keeping trails open, but I found your articles on how to do so full of acronyms and impossible to follow.

You say "write to your MP" (if we know who that may be). Now I imagine I am not alone in asking - what do I say, what is my specific complaint?

Your latest "s34a explanation" - what explanation? I was more confused at the end and I still don't know what you were going on about.

Contrast this with an article called RANT written by Richard Bott in April TBM. Maybe I am a thickie after all, but I understood the article - and it told me where to send my letter of objection!!

Several of the lanes around here are marked as bridleways on the O.S. and County maps - but I think they are actually roads.

I need SIMPLE guidance on how to get them classified for vehicular use.

H. Crosswood, Denbighshire

WELL DONE!

I would like to say how very much I approve of the article "Constructive Criticism" by C. J. Marsh. I think it's excellent and something that the TRF membership should take on board.

Gordon Dalgarno

CLASSIFIED

BRENDAN CHASE B & B Lake Windermere from £15.00 each x 4 sharing. Bike lock-up, parking, all rooms c/h, CTV, H & C, pub and grub handy, CCTV surveillance. Tel: 01539 445638.

AJS 1986 Fluff brown. 250 Rotax engine, light weight, fitted indicators & hand guards. Medical reason for sale £700. ALSO "J" reg 750 Guzzi. Low miles, good condition. Crash bars. Rear carrier. £1000. Tel: 01274 679555 (Bradford).

HONDA CRM250AR "S" reg. Lots of extras. £2500 may part exchange. Tel: 01200 428844 or 07773 854581.

HUSQVARNA TE410E "V" reg (Dec. 1999). 875 miles. Green lane use only. Totally immaculate. £2600 ono. Tel: Ian 01277 260364 (Essex).

HONDA XR400RS 1999 "T". Genuine 2300kms. Mint condition with Werx stickers, UK bike frame guards, bash plate, Renthals, twin air, recent tyres and brakes. Can deliver. E-mail photo available. Must be seen £2750 ono. Very nice example. Tel: 01924 899655 (eve) or 07740 484629.

WANTED Husqvarna WR250/400 engine to fit '87 frame. Consider complete bike if reasonably

priced. Tel: 0207 7204758.

SUZUKI DR350S 1995. Genuine 4430 miles. MOT, white/blue. Recent 'O' chain/sprockets/pads. Brand new clutch. Good enduro tyres. Green lane use only. Sound and reliable. £1395. Tel: 01484 852337 (W. Yorks).

HONDA XLR200 1998, T&T Oct. 02. Only 3500 miles by 2 mature members. Electric start by new battery. £1800. Tel: 01477 534425 (J18 M6).

HONDA CRM250 Bash plate. Brand new. £40. Tel: 01494 474807.

BMW F650 2000 "X". 6300 miles (just had service at 6000). Fitted with BMW hot grips, handguards & lowering kit (all original parts included). Touring panniers, City cases and genuine BM tank bag. New rear tyre. £3400. Tel: Preston 01772 792231.

SUZUKI DR350 "L" reg. Brushguards, good condition, well maintained, 3500 miles. £1500. Tel: St. Albans 01727 835258 or 07741 004824.

YAMAHA SEROW 1993 "K" reg. 7700 miles. Excellent condition. New tyres/battery. £1500. Tel: Ian 01274 701888 (office), W. Yorkshire.