

GROUPS

BRISTOL

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

CAMBRIDGE

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

CHESHIRE

Sally A Madgwick, 0208 74411
2 & 4 Monday, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport

CORNWALL

Roger Fogg, Tel: 0726 67198
3rd Thursday, Ring Secretary for details.

CUMBRIA

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

DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, Tel: 0742 748688
2 & 4 Tues. Enfield Arms, Broughton Lane, Attercliffe, Sheffield.

DEVON

Richard Arscott, Tel: 0803 612950
2nd Tuesday, The Welcome Stranger, Bickington, Nr. Newton Abbott

DORSET

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

EAST MIDLANDS

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

EAST SCOTLAND

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

EAST YORKS.

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

ESSEX

Mark Kinard, Tel: 0279 771023
4th Tuesday, Green Man Pub., on A120, Takley.

GLOUCESTER

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

HERTFORDSHIRE

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

ISLE OF WIGHT

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

KENT

Nick Moon, Tel: 0322 865335
2nd Tuesday, Pied Bull, Farningham, Nr. Brands Hatch

LANCASHIRE

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

LINCOLNSHIRE

Alan Wilkinson, Tel: 0529 60793
4th Thursday, The Mall, Woodhall Spar

LODDON VALE

Don Lewis, Tel: 0252 616359
2nd Thursday, The Lamb, Theale, Berkshire
NORFOLK & SUFFOLK Stephen Canning 0359 31018
Last Wedne. Manger Pub, A134 Sudbury Rd. Bury-St-Eds.

NORTH MIDLANDS

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

NORTHUMBERLAND

Mark Snoddy, 091 386 0749
3rd Tuesday, Ryton Rugby Club, Ryton

NORTH WALES

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

SHROPSHIRE

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

SOMERSET

Peter Banks, Tel: 0749 86396
Last Thursday, The Canalln, Wrantage

SOUTHERN

Euan Harrison, Tel: 0962 733781
3rd Wednesday, The Priory Inn, Bishops Waltham, Hampshire

SOUTH LONDON & SURREY

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

SOUTH WALES

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

SUSSEX

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

TEESIDE & NORTH YORKS

Leo Crone, Tel: 0325 380117
1st & 3rd Wednesday, Blacksmiths Arms, Swainby.

THAMES VALLEY

Bob Williams, Tel: 0344 24958
3rd Monday, District Arms, Woodthorpe Road, Ashford, Middlesex

WEST ANGLIA

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

WEST MIDLANDS

Dennis Hayter, Tel: 0527 23550
1 & 3 Thursday, Duke of Marlborough, Studley, Warks.

WEST YORKSHIRE

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

WILTSHIRE

Bill Riley, Tel/Fax: 0225 863811
1st Tuesday, The Toll Gate, Holt, Trowbridge

WYVERN

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



TRAIL

NOVEMBER 1992

No. 172

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

EDITOR: Mike "Nettlebed" Pedley.



OUR NEW SECRETARY PETER BALLARD WITH TRUSTY XL 185

Editor	3	Forming New Groups	14
Letters	5	BHS Enduro (Part 2)	16
Group News	10	Quiz	19
Two Up & Tyres (Part 2)	11	Trail Riding without petrol	20
PR Officer	12	Trail Bikes Old & New (Pt. 1)	22

Try to make it interesting! .. All contributions to the Editor
COPY DEADLINE : 1ST TUESDAY IN EVERY MONTH

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DISPLAY ADS. FULL PAGE £50 - 1/2 £25 - 1/4 £15 (Negot. for regular inserts.)

to: Brian Doman - 19 Huntersfield, Stanford in the Vale, Oxon SN7 8LR

Members Classified ads. - FREE OF CHARGE / Trade - £5. to: The Editor (See below).

TRF OFFICERS

- CHAIRMAN:**Dave Giles, 22 Ford Lane, Allestree, Derby DE3 2EW
.....Tel: 0332 552288
- PUBLIC REL. OFFICER:**.....Brian Wright, 99 Boundary Rd., Wallington, Surrey SM6 0TE
.....Tel: 081 669 4214
- MEMBERSHIP SEC:**Garry Watson, 2 Stocks Avenue, Mytholmroyd, Halifax,
.....W. Yorks HX7 5AS
.....Tel: 0422 883241
- SECRETARY:**Peter Ballard, 210 Spring Meadow, Clayton le Woods, Leyland,
.....Preston, Lancs. PR5 2PP
.....Tel: 0772 455487
- RIGHT OF WAY OFFICER** ...Tim Stevens, 101 Square Lane, Ormskirk, Lancs. L40 7RG
.....Tel: 0704 894136
- TREASURER:**Tim Ley, 17 Heigham Close, Shelton Lock, Derby DE2 9QF
.....Tel: 0332 704748
- EDITOR:**Mike Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe BB7 4JF
.....Tel: 0200 445657

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

EDITOR

Your Secretary, Pete Ballard and R.o.W. Man, Tim are both 'tied-up on the AGM etc. Pete's on holiday in France and Tim is of course heavily involved in the Ridgeway Enquiry. (The deadline for this Bulletin is only two days after the AGM).

If you didn't go (shame on you!). I would suggest that you interrogate your group representative as soon as possible for we unanimously passed a motion which is set to reshape the whole way in which the TRF is structured and run.

I didn't take copious minutes (that's Pete's job), but if you look at October's TRAIL and in particular Dave Giles 'Sharing' column, you will see that he outlines an exercise carried out at the September Executive meeting under the guidance of Management Consultant, Ken Morris.

Ken very kindly agreed to give up his own time to attend our AGM (and he's not even a trail rider!) and gave a presentation based on the Executive Committee's exercise, which resulted in unanimous acceptance by the meeting of the five points listed under paragraph (6) P.19. Please, everyone note the very last one!

"That All Members Should 'Do Something' To Benefit The Fellowship."

Just exactly how we (you) will put this exercise into practice will no doubt be discussed at length at the next Executive Committee meeting which may well have taken place before you read this!

Several other interesting issues were discussed and again most were listed on P.22 October TRAIL, ask your representatives for details.

Finally, we have a new Chairman and Membership Secretary. Amazingly, no less than six members had expressed an interest in the latter post, but eventually it went to Garry Watson from West Yorkshire Group. Garry has only been a TRF member since 1991 and it was most encouraging to see a relative newcomer volunteer for a 'National' job. Thanks Garry - I'm sure you'll have the full support of your group and the rest of the TRF.

The Chairman's post was a little more difficult - there were no volunteers - perhaps no one felt they could 'Follow' Dave - he really has done a great job for the TRF. Our Vice-Chairman, Richard Marshall, has therefore stepped in to fill the empty chair until a suitable replacement emerges. His official title will be Acting Chairman and I'm sure I speak for the whole of the membership when I say that we are indeed fortunate in the TRF to have men of the calibre of Richard Marshall 'up front' as it were. In fact the whole of our Committee (me excepted!) is extremely 'strong' and well equipped to lead the TRF in its chosen direction - lets give them our full backing!

When I got home from the meeting and started to write this Editorial I felt compelled to look up a word in the Dictionary - Abstain - "Keep oneself away, refrain" - says the Concise Oxford Dictionary, no I'm not talking about you lot who didn't go, but the number of members who 'abstained' from voting on motions put to the meeting! Perhaps I've missed something but there was not one issue raised at the AGM which I felt did not concern me as an active trail rider or my group and found no difficulty in voting for or against - can someone (an abstainer?) enlighten me?

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LETTERS

Unbelievable

Did you ever read an American magazine called "Duct Tapes"? If you did then you will remember the "Did you Ever" columns. I am sure that Ed Hertfelder would not mind Trail magazine reprinting some of them in a good cause. As Ed says, all of them are unbelievable, but I believe everyone!

Did you ever ride over a cliff and try to hang-glide a Husky 390? Did you ever put your leading axle forks in backwards? Did you ever have a can of InsTube explode in your toolbox? Did you ever forget to hyperventilate before entering a pit privvy? Did you ever load three bikes onto a truck bed covered with a quart of spilled oil? Did you ever give someone who doesn't like motorcycles a ride and wheelie him on his ass? Did you ever take too long to make a decision at a road fork and centre punch the sign post? Did you ever use a cow for a shut-off point and then go into a fence because the cow moved? Did you ever dream you were making love to a 22mm Mikuni (*No but, I once tried a 42mm Dell Orto. Ed*)? Did you ever have anyone ask if your Matador had shaft drive? Did you ever put your foot down and find the kick-start up your pant leg? Did you ever meet a biker with all his teeth? Did you ever have both thighs cramp while driving home after a run? Did you ever burn a hole in a new jacket which fell over the exhaust pipe? Did you ever shear a shift rod flush with the case? Did you ever feel the brake cam pass centre on a downhill? Did you ever discover your spare plug is the one you fouled last week? Did you ever fake a trail injury for a household accident? Did you ever stun yourself on a low branch and have a good Samaritan take your ears off along with the helmet. Did you ever ride with two left handed gloves? Did you ever drink coffee after breaking the ice on top? Did you ever ride over the corner of a drain pan and paint the ceiling with black oil?

Did you tell your insurance agent it's normal for two family members to break a leg, three fingers, a shoulder and need 30 stitches in a year? Did you ever gas weld without starting a fire? Did you ever forget who you loaned your trailer to? Did you ever need help to get your gloves off? Did you ever raise hell over a lost fuel can and then find it on the seat of your van? Did you ever have to take fuel from your motorcycle to get your van home? Did you ever tie down a broken spoke with a band-aid? Did you ever start a rebuilt engine in a closed garage and have a neighbour call the fire brigade? Did you ever turn down a beer and ask for water? Did you ever lie to an orthopedic surgeon about how you broke your leg? Did you ever write a foxy chick's phone number on a paper towel then sweat it to pieces? Did you ever vibrate an adjustable wrench into three pieces? Did you ever try to eat a speedometer?

Did you ever scatter your buddies at the first stop after a creek crossing? Did you ever leave your helmet at home? Did you ever wait three hours in a rainstorm till your buddies arrived with the truck for your broken bike, then have to drive the truck yourself because they were so tanked up they couldn't see? Did you ever ride in 10 degree cold and look

in a mirror to see if you still had a nose? Did you ever turn to laugh at someone who fell, then ride into a tree?

Sent In By Colin Shutt. Rossendale. Lancs.

Trail Tips

Protect the paintwork on your bike from - knees rubbing the tank, boots rubbing the frame and side panels, branches scratching handlebar fairing and tank etc. and greatly increase the resale value of your bike in the future.

Simply wax polish the areas and cover with clear fablon.

Firstly, make stiff paper patterns of the shapes needed to cover the tank etc. When the patterns are accurate simply draw round them and cut out. If it is fitted carefully you get a transparent layer with no wrinkles and it hardly detracts from the bikes original good looks.

When it eventually starts to get tatty, maybe 6 months or 1 year, it can be peeled off easily as the backing glue never dries. It doesn't pull the paint off either. Any patches of glue left can be removed with a petrol soaked rag. Then rewax polish and stick some more fablon on.

I have done this on my dirt bikes for the last 15 years and it really works.

It's cheap too as it's sold by the metre, and one metre is plenty. Check out your wallpaper or D.I.Y. shop.

Where your boot heel rubs the frame it is best to put 2 or 3 strips on top of each other and change it quite frequently.

Peter Vaughan. Gloucester Group.

Honda XR's Again

I thought I would just drop you a quick line to offer a couple of points of advice regarding the above Motorcycles that a large percentage of the TRF currently ride.

I am now on my second XR having owned an XR600 previously - don't ask why it seemed like a good idea at the time! I now have a '92 XR250 which is great.

Just like the other reader that hated these bikes so much I had a couple of problems with the 600 but in hindsight I see them as lack of maintenance by the previous owners.

As I have now found out the lubrication system on all XR's in a very critical part of the bike. Two main points help greatly in keeping these bikes running well. Change oil every 200 miles, this might seem low but bearing in mind the same oil is thrashed around the gearbox, it makes sense. You should see the colour of the old oil at such a low mileage and after all the bike only takes 2-3 ltrs depending on the model. I have installed a magnetic drain plug from XR's only in the States and this little device is a real eye opener. It's amazing to see the muck it attracts rather than let it circulate around the engine.

My XR600 suffered a clutch seizure on the main shaft which involved the bike launching me off the back of the bike and onto the road. When I dismantled the clutch and oil pump the oil pump gears were totally pitted and shot from being damaged by contaminants.

Periodically it is very easy to drop the clutch cover off to check the oil pump.

By the way I have purchased a number of parts from XR's only and can't speak too highly of them.

Basically the Honda XR is a great bike as long as its well looked after like any piece of precision equipment. I have worked with BMW cars for 12 years and that is certainly the case.

As you can see from my address I am writing to you from Munich where I am working for BMW (AG) for a time.

Trail riding is non-existent in Germany - they are far too green, however I believe, France and Austria are quite good in areas. Do you or any members know clubs or any details etc.

If any member or group plan another trip to France it would be great to meet up.

Thanks for a great magazine, keep up the good work.

Best regards.

Simon Crewe. Unterfohring, Germany.

Look For That Old Candle.

In Trail, September '92. Peter Fennell asked how to seat a tyre evenly on a rim. I must be an odd-man-out, I don't mind playing with tyres. New ones, fitted, look so good!

The failure of a tyre to seat equally around a rim is often caused by a completely empty inner-tube being trapped somewhere between the tyre and rim, not necessarily at the point where it seems to be un-seated. Also, when fitting a completely flat tube, it can happen that the valve stem doesn't protrude fully through its hole in the rim. Both these problems can be helped by pumping a drop of air into the tube before fitting it.

The 'trade secret' though is that tyres fall on if they're lubricated. At home use an old paint-brush to apply soapy water (fairly liquid) around the tyre bead and rim. You'll have to hold it back now, it's that easy.

Out on the trail, muddy water lubricates, but don't get stone chips inside the tyre as you'll be changing it again soon.

For those of you with a tyre fitting phobia, find room in your bum-bag for an inch of wax candle. No, not for anything rude, but to chalk around the tyre bead and rim before the work starts. that tip should be worth the price of a pint when you see me.

Gordon Carr. West Yorkshire.

Two up & Tyres

As the user of a large trailbike (grass down the centre lane riding) and as a long time member and supporter of the TRF, I was intrigued by a recent article in Trail under the heading of "Two Up and Tyres - Part One". It was written by Malcolm Watson of Burtley, Durham and the article appeared, I think it was about 3 months ago.

I was still awaiting the sequel (to be continued....) but note that from October mag, number 171 there is still no part 2 of the article.

My reason for writing to you is to ask if there is a part 2 of this article yet to be published.

(To help TRF funds I enclose a stamped addressed envelope).

P R T Sheen, Director General. MCI

(Your wish is granted Mr. Sheen - see page 11 - and thanks for the S.A.E., this boosts the funds no end. Ed.)

Public Relations

As a new member of the TRF in '92, I do not have a clear view on all of your PR work.

I feel that some of our aims should be concentrated on creating good relations with our local land owners and tracking down some of the occasional off-road riders who, knowingly, use land on which they have no public rights. These people need to be informed of the legal implications for their actions or else legal proceedings will be incurred.

We need to devote a little time to finding out where these problems lie and trying to eliminate them or they will slowly destroy what the TRF stand for.

We need people to have a better outlook on what we do and not tar us all with the same brush.

M. Booth, Notts.

(Over to you, Brian. Ed)

Ball End Levers

I expect that you have been swamped with letters after printing the 'bad' stupid advice from M Troake of Devon, in the Oct. Issue about cutting off the last inch of levers. I assume he means the ball end.

I believe that ball ends came into use after a fatality at the Holcombe Moor Scramble (Moto X) near Bury in the Mid 1950s. It was a dreadful day with low cloud, mist and rain. A rider came off, the lever pierced his groin and he bled to death. Hence ball ends.

I have used plastic levers on my TLR 200 for at least 6 years and on a TL 125 before that. I am always falling off but they survive. They are called IMPAC and are only 5" long, some 2" shorter than usual and of course ball ends. They may be difficult to find but for me they are the perfect solution. I don't even think of carrying spare levers. Also having plastic brackets they can't grip to the bars as tightly as metal ones (can't corrode on) and rotate when when hit and thereby protect themselves.

This is my fist letter to TRAIL. I am of the opinion that Troakes advice must be officially disclaimed.

P.S. I think IMPAC Levers are American

P.P.S. What are 'Rooster Tails?' (letter in No.171) ('Silencers'. Ed.)

Ed Hartley. North Wales Group.

Re. M. Troakes letter regarding removing the last inch off of levers.

I am old enough to remember when levers had no ball on the end. The A.C.U. decreed that they should have, because the ballless levers were dangerous. I know of levers piercing boot and foot.

I offer a guaranteed way of protecting your levers:

A. Don't fall off.

B. Tighten levers just enough to hold, but loose enough to move in the event of a fall.

C. Position levers so that the bars extend beyond them.

In all my years riding I have never discovered the formula for A, but if you employ B & C you usually get away with it.

Harry Cheshire. South London & Surrey.

Striking at the heart of crime

I read with interest in your "News Digest" October 13, that our local police force were "clamping down" on motorcycles whose number plates had letters of less than two and a half inches high, highly commendable in these troubled times.

It's comforting to know the police are striking right at the heart of serious crime in our region. But there seemed to be no mention of a similar "clamping down" on car number plate infringements where numbers are altered to resemble letters and vice versa and then bunched together to spell some sad egotist's name or something equally pathetic.

Still anyone who has ridden a motorcycle in this country for any length of time will be used to being treated as a social pariah by certain sections of the community.

And does it seem strange that in Britain in 1992 while people cannot legally be discriminated against on the colour of their skin, they can with the support of the law be persecuted according to the number of wheels on their chosen form of transport?

Ride carefully lads -
Bob Brown, Randall Drive, Swadlincote.

BANNED SCARECROWS TOO

THE SUN, Saturday, July 18, 1992

Is number up?

Miniscule motorbike number plates are illegal, police have warned.

Derbyshire police are clamping down on motorcyclists whose rear registration plate features letters less than 2.5in high.

Traffic Superintendent Derrick Banton said: "There seems to be an increasing number of machines on the road that fail to conform to the requirements. A fixed penalty fine of £20 could be imposed."

The two cuttings on the left taken from the Burton Mail on the 13th and 20th October.

Sent in by Bob Woodcock from Burton on Trent.

SCARY!

They could frighten ramblers say council

By JAMIE PYATT

FARMER John Liddiard's scarecrows have been banned by a council snoopers - for being too good at their job.

The brightly-painted Worzel Gummidge pair in his cornfield "might look intimidating to ramblers," county official Deborah Moseley ruled.

John, 56, said yesterday: "I couldn't believe it - I expected Jeremy Beadle to jump out from behind my hedge.

"Scarecrows are supposed to be scary. How can any townie make such a fuss?"

John put up the £70 cut-out figures because his 1,400-acre farm at Great Shefford, Berks, was "black with rooks" raiding the crops.

Mrs Moseley, a footpaths inspector, was said to be "on holiday" yesterday.

Dorset.

Minutes of Ordinary Meeting 6th October 1992.

Present: Pete, Dave, Russ, Kim and 9 members.

The minutes of the previous meeting were read and the following discrepancy pointed out:

Item 5. For John Gibbs read Edward Green, who is the Dorset rep for the Country Landowners Association. Apologies to John Gibbs.

Matters arising:

1. DCC Meeting - Pete and Dave met Mr Mair at DCC on Wednesday last. The meeting included Chris Slade - Corrie Luxmoor's successor. They complained about the image of the TRF and quoted a recent report of an incident involving alleged TRF members and a horserider. The alleged TRF members were allegedly not as polite as they could have been.

DCC have agreed to give us some by-way signs to put up where applicable. They are about to put our first by-way registration to the appropriate committee. They have also agreed to put in letters to landowners, a note that definitive bridledways may carry higher rights.

Two long standing problems which are still unresolved were brought to their attention.

(a) Broomhill Lane which has been ploughed up by the farmer for the last four years.

(b) Knighton Lane - the UCR at Beer Hackett where a ford has been destroyed and replaced by a footbridge.

2. Norman's objections - North Dorset District Council wrote to Dave saying his was the only objection (where is Norman's) and would he like to drop it. He declined the offer.

3. Ruth Colyer has sent some interesting archive material for our records.

4. UCR at Church Knowle - we have been complaining to DCC about locked gates for some time. John Bates has served notice on the farmers to remove the padlocks. One offered to make the key available to us, but we declined as it can lead to establishing a case for a "permissive route". (*Sounds interesting. Ed.*)

5. Charlie Morris, Chairman of the Gloucester Group has offered us a copy of "Old Roads of Dorset" for £23.00. Funds are available and it was agreed to buy this valuable piece of reference.

6. Ian Wilson has offered to lead a November run in the North Dorset area.

Meeting Closed at 9.50 p.m.

On Tyres:

On the XL185 I use trials tyres front and back. Currently due to the economic situation I have a couple of ancient Pirelli MT13s fitted. They work reasonably well but the back one is short on grip on slimy rocks and is less than wonderful on wet tarmac, but that could be something to do with the age of the rubber. I have also used MT43s which have a softer rubber compound and find that they provide good all-round performance and tyre life. They have good wet performance and do well on slippery rocks, wet tarmac and grass. No doubt an enduro tyre is going to be better in really soft going where its self cleaning ability would come into its own, but I have found trials tyres to be fine as an all-rounder. I usually run about 15 psi in the rear when two up, although under purely tarmac conditions I run at about 20 psi.

I have tried a second hand Michelin radial trials tyre on the back, it was fairly frightening on the road when pushing on and even with about 24 psi in it was not really something I felt comfortable with. Cornering was a very fraught affair with the ultra soft corner block squirming. I even buffed down the corner blocks with an angle grinder and that improved things but it was still pretty poor and once I had a passenger things became even more difficult. I persevered with it because I'd paid £8 for it, but thankfully it soon wore out, it only lasted 6 months about 2,000 to 2,500 miles.

Dave of the XT 350 has a new Avon Gripster on the rear of his bike, such affluence. It has a pretty smooth appearance but delivers a reasonable amount of grip on a mixture of going. On the jaunt mentioned above he started off with well over 20 psi and early on we dropped it to 17 which improved off road grip without threatening on road performance or stability over much. It seemed to grip quite well on rocky going, even in mud and peaty going it was not that bad. Where it got into bother was if it got stuck in muddy or peaty going, it then seemed to lack sufficient clearance between the blocks to produce the grip required. Steep going over wet or muddy grass also gave trouble as despite a self cleaning design the tyre tended to choke up, or get loaded, and not clear itself. If a high proportion of miles were on tarmac or if the lanes you usually use are stony or fairly straight forward then it would appear to be not a bad compromise but if you have a more challenging diet of Lanes I would go for something with a more open design.

All the best in the lanes.

Malcolm Burtley, Durham.

I enclose a copy of an article which appeared in September issue of Field which mentions the TRF several times, all in a good light. This would appear to answer Tim Stevens questions about our attendance of horse trials in the last Bulletin.

In the Great Outdoors September issue, Christopher Hall, president of the Ramblers says "...anyone who wants to trespass on a grouse-moor common has my hearty blessing". "Finally ...I repeat that trespass is not a breach of the law (and the R.A. does not need to be told that it may be a civil wrong) likewise we are all well aware that the prospects of right-to-roam legislation are dim at present, but if the occasional well judged, carefully planned trespass serves to keep the issue before the public and politicians, well and good".

I turned to my copy of "Rights of Way, A Guide to Law and Practice" by Clayden and Trevelyan (the latter a Rambler) page 16 has a headline "Trespass; A person who enters or remains without lawful authority on land in possession of another person commits a trespass. A trespass is a civil wrong, the remedy for which is an action for damages or an injunction (or both) in a civil court. In some cases trespass can also be a criminal offence".

This would seem to me to be a typical case of the Ramblers interpreting the law to suit themselves. Are they not being hypocritical in maintaining that they do not breach the law when they trespass, when at the same time they are doing their level best to remove the legal right of many user groups (ie invalid carriages, horse drawn carriages and other vehicles) to use byways, R.U.P.P.s and county roads?

Thank you to the members who have brought my attention to two articles in the Telegraph recently. I have responded.

Gwyn Thomas had an excellent letter published in a local paper recently, it contains some good paragraphs that are worth repeating. "Public win bid to save ancient highway" would have been a more accurate headline. I am always surprised how misinformed newspaper and the public are over rights of way matters.

What is now required is for nature to be helped along with a surface dressing of humus to encourage grass and plants to cover and soften the harsh stony surface.

This lane is a road, was always a road and will forever be a road unless stopped up by due legal process. It is not a footpath. Green lanes are remnants of our road system that have escaped tarmac. They are to be valued for a variety of reasons and have the greatest potential for public recreation and enjoyment. A

byway as defined by the Wildlife and Countryside Act, is a vehicular route that is normally used by foot and horse traffic. Moreover as interest in carriage driving and cycling increases, it is even more important that our remaining network of lanes is protected by affording them their correct status.

Brian Wright.

ONE FOOT WRONG AND YOU'RE DEAD

Walkers run gauntlet of fast traffic

RAMBLERS are risking their lives walking in East Lancashire's countryside, a report warns.

The Ramblers' Association claims that members often have to run across busy roads to avoid being mowed down by traffic.

In its report, 'You're either quick or dead', the association calls for safer crossings where footpaths take them across busy roads.

"In many cases ramblers have to climb over crash

By PERRY GOURLEY

barriers and then find they need to run rather than walk to avoid traffic," said John Trevelyan, deputy director.

Upgrading

"This scandalous state of affairs must end: people are as important when out walking as when they're driving cars and the government must recognise the fact.

"Our footpath network is being decimated by the increase in road traffic and its speed and the upgrading of roads into dual carriageways.

All idyllic country scenes (right)? No, the footpath to Whalley goes straight right across the dangerous A59 (below)



TRAFFIC thunders across the footpath at the A59 roundabout at Whalley

The association has published a dossier of some of the worst crossings in the country, including several in Lancashire.

It highlights nine areas between Langho and Gisburn where it wants action.

They are on the Whalley by-pass; east of Wiswell; east of Barrow; west of Pendleton; between Pendleton and Clitheroe; east of Clitheroe; west of Worston; east of Chatburn; south of Sawley and west of Gisburn.

"THEN NATURE, LOSING NO TIME AT ALL, WOULD HAVE SET TO WORK IN HER OWN WAY TO COVER OR DESTROY THIS ROAD, WITH NO LONGER THE PLODDING FEET OR CHARIOT WHEELS OR THE WORKING HANDS OF MEN TO KEEP HER AT BAY"

from 'A lost Roman Road' by Bernard Berry

CLASSIFIED EXTRA:

GARAGE CLEARANCE: 2 ER Petrol Tanks, brand new, 1 white, 1 yellow, £40 each ono. 2 sets std. PE175 Piston Rings cost £15 brand new, £5. KDX200 Silencer, as new, £8. Belstaff Trials Boots, as new, cost £60, £10. Mikuni Carb for TS250, VGC, £5. Genuine BSA pear-shaped Tank Badges, £3 pr. Genuine Hepolite Piston Rings for 57/58 Triumph 21, +30 thou, 1 set only! £3. Honda 550/4 new Footrests, Gear & Brake Levers, £10. Suzuki GS125 Elect. Ign. Black Box, Throttle, Switches, Cable & Carb, Square H/Lamp comp., Rear Light, all almost as new, £20 the lot. Willy Eckerslyke 0405 860904.

Forming New Groups

In the past there has been very little information or guidance available to members wishing to set up a new group. This has led to problems in some cases because it has not been realised by the new Group that there are formalities to follow, and by the Executive that there are few guidelines other than the Constitution to guide a new Group.

To start with, the Constitution must be adhered to. The following parts of it are relevant.

C. LOCAL GROUPS AND REGIONS.

1. Members of the TRF shall be encouraged to form local Groups to deal directly with Local Authorities on all matters concerning right of way, recreation and conservation of the countryside, to organise rides and local meetings and generally to promote the aims of the TRF.
2. A Group shall not officially be recognized by the TRF unless and until it has applied for, and been given approval by the Executive Committee.
3. Local Groups may form themselves into Regions, which must be approved by the Executive Committee. Each Region may elect one representative who shall be entitled to attend Executive Committee meetings and shall be entitled to one vote.
4. Each Group shall hold an annual General meeting for the election of its officers and the group representatives on the Executive Committee.
5. Groups and Regions shall be financially self-supporting but application may be made to the Executive Committee for financial assistance.

B. EXECUTIVE.

5. The Executive shall be informed of and approve the appointment of all Group and Regional representatives.

Note.

At the time of writing the following amendment has been proposed to C.4.

Each Group shall hold an Annual General Meeting for the election of the following officers:

- A Group Representative on the Executive Committee
- A Group Chairman
- A Group Treasurer
- A Group Secretary
- A Group Rights of Way Officer

Only National TRF Members are Eligible for election and not more than two offices may be held at one time. Officers will serve from 1st January next following the Group AGM for twelve calendar months. The names of those elected shall be notified to the National Secretary before commencing in office.

Most of the above should be self-explanatory and remember that to be a TRF Group you must abide by the Constitution, although you can add your own rules to your Group's Constitution if you wish as long as they do not cause it to conflict with the national one.

Other Suggestions:

1. Define the area that you intend to operate in. Liaise with any nearby established Groups first of all. This is essential, not only to prevent any potential friction with them over territory covered but to ensure that you are not both used against each other by outsiders (it has happened). Not only that, the other Groups will almost certainly have ridden and carried out RoW work in parts of your area which with the right approach, may well prove a very great help to your new RoW Officer - and he will need all the help he can get!
2. Contact the Executive Committee via the National Secretary. Telephone calls to find out and inform are fine but a formal letter must be sent to apply for official recognition. It may be a good idea to wait a little while before making the application so you (and the Executive) can be certain that the Group is viable.
3. The Group official with the greatest workload is the RoW man. Support and assist him as much as you possibly can. It may be a good idea to elect or co-opt an assistant for him. Don't expect him to organise and/or lead runs - have a run co-ordinator to do that, if possible.

4. If you are after more members to swell the size of your fledgling Group contact the Membership Secretary for a list of current TRF members in your area. Part B4 of the Constitution says that this information is available on demand to any current member.

5. It has been ruled that the code of Conduct is part of the Constitution. That means that you should abide by it on your runs.

More advice that may be helpful can be found in TRF leaflet No. 10.

Finally; don't forget that there are plenty of experienced people out there who can provide help and support as long as you ask for it, but please don't expect too much - remember that they are all volunteers too!

Charles Morriss.

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Continuing Mark Holland's article from the September issue of Trail.....

The author led the first group of 20 riders out to Grove Hill at Daglinworth at 05.30 on Saturday. The intention was to show the way and steady the horses, but let any fast riders past. In the event it was taken at near full tilt, and seemed pointless.

We discussed taking a short cut with Ron Carter, who stated that landowners had been informed. It was from checkpoint 9 to 4 via Brook Grove and along the bridleway to Edgeworth Manor. On emerging from the bridleway onto the road we stopped engines to look at the map, and were accosted by a man. We explained that we were assisting the BHS endurance ride, and were taking a short cut. He was adamant that we should not have taken the route and walked away. The author theorises that since the route was 'paved' and a R.o.W., it probably has vehicular rights.

Advice for trail riders.

Allow sufficient time for covering the route, particularly when marking out. Average speeds may be as low as 7 m.p.h. Groups with three or more riders are necessary, with one reading the map and going ahead marking at junctions only. Allow considerably more time if the weather is unfavourable.

Where courses are to be taken in both directions it is advisable to mark for both directions on one run, and not hope to add or re-mark before the opposite direction is taken.

We erred on the side of caution with plenty of markers to deter sabotage. The ribbons are preferable to arrow markers as they are less prone to sabotage, particularly through villages, and easier to place. Marker and course checking is particularly important on routes or events with younger riders.

People with local knowledge should be spread across riding groups. The amount of the course to be covered by each group can be estimated by those with local knowledge or by examining the complexity of the route on the map.

Try to put markers where they can be easily removed, ideally on the ends of low boughs. They can then be easily removed without unlooping. Avoid thorns or brambles as the markers are really difficult to remove. Observe where there are animals, and do not put markers where they can be chewed or eaten. Few animals were seen on the route, but there were some in fields beside road routes.

Horse riders should be cleared through the end checkpoint of a section before removing markers. One horse rider strayed off course and was overtaken by a rider taking down markers.

Suggestions for future events - TRF

The trail riders should be provided with good maps for efficient marking out. Once the route is marked many trail riders can remember the route and follow the markers, even in reverse. However, maps will be needed after marking if the markers are sabotaged, if different riders cover the route, and also to check the route. One highlighted 1: 25,000 photocopy was provided for each rider. This was adequate since it did not rain during riding. Ideally the map should be a colour original so that woods, contours, type of road, bridleways, etc. are easily distinguished. The maps should also be marked with a scale bar, checkpoints, vet gates, radio points (amateur radio 'Raynet' volunteers), petrol stations, and even telephone boxes, public houses, police stations, and also contact telephone numbers such as home numbers, mobile numbers and patch-in numbers to the Raynet. The maps should finally be encapsulated with clear film. Hopefully, the maps will be reasonably up to date with regard to woodlands, new roads, etc. All gates were shut after the event, but the map could note any which must be left open. Mobile telephones or radios could be useful, but they would be needed by all riders as the ones with telephones would undoubtedly have no problems.

The TRF organiser must obtain timely definite commitments from a sufficient number of riders for each day. The BHS relied on the TRF. The event would not have gone so well with fewer trail riders. Riding groups of three should also be planned. If insufficient riders can be found in one TRF group, then other TRF groups must be asked for a commitment. The TRF organiser must also state the morning start times and reinforce this by explaining the reasons.

The trail riders were well acknowledged at the Saturday night prize-giving. However, it would be beneficial if the TRF could be mentioned in event reports in horse magazines, and in newspaper reports. A TRF 'press release' would be required to be incorporated into these reports to avoid misuse of nomenclature, etc. A TRF leaflet point would be beneficial to widen the circulation of our publicity. Maybe these could also be with the Countryside Commission leaflets found in the BHS tent. The author can envisage a leaflet written especially for this purpose. It would add that we are co-operating for more than a good day out.

Suggestions for future events - TRF/BHS

It is understood that landowners along the route had been informed of the event by the BHS. Hopefully this included all house residents. From a TRF viewpoint it is essential that all who see the trail riders know what they are doing. Residents who see the trail riders must know that they are helping with a horse event, in which case interference with the markers is less likely. Apart from letters before the event it would be useful for the ribbons to be printed with "British Horse Society" (for those who do not know what BHS signifies). The author believes it is essential that the TRF have tabards with the legends "Trail Riders Fellowship (with protecting green lanes roundel) assisting the British Horse Society", the latter being prominent.

In addition to the residents and landowners it would be beneficial for the TRF and/or the BHS to inform the local police, CLA, NFU, Council, magistrates and parish councils. In conjunction with a TRF leaflet this is an excellent opportunity for publicity.

Apparently the TRF has permission to ride on private land (who allows us on bridleways is not known) on the route, but the image of motorcycling in the countryside suffers if we are seen by people who do not know what we are doing.

Another worrying aspect is the tyre marks left after the event when removing markers (earlier marks are trodden over by the horses). These marks particularly of concern on bridleways, will remain for all to see.

It could be proposed that markers on muddy bridleways are not taken down by motorcyclists. The author hopes that the BHS appreciates that some trail riders may use tyres 'not for highways use' to minimise damage to off-road sections.

In addition to the TRF 'challenge cards' it would be useful to have paper slips from the BHS explaining what we are doing. We had passes to Earl Bathursts park, but these were ostensibly for entry only. We were stopped by a park Warden who did not know that motorcyclists were assisting with the event.

Short sections appeared to be marked from a horse. We would appreciate these marks placed in reach.

Facilities for washing motorcycles, at least to remove mud from cooling fins, would be appreciated.

The horse riders were given a 1: 50,000 map on a A3 photocopy with checkpoints and vet gates. It may be useful for them to also have a larger scale map lest they become lost.

However, any map is of little use if the rider has not been tracing the map or it is dark.

We went out at 10 o'clock at night to search for five riders. There were no event rules to cover riders not completing the course after nightfall. We did not have to lead any horses: some were boxed back and others led directly along metalled roads by the Organisers and lit by their vehicles. It is very unlikely that our three motorcycles would have been able to lead horses (even if they would stay together and not compete) - we could see where we were going, but horses would not be able to see where to put their feet.

The author believes the rules cater for the event running into darkness. In addition riders could carry a compass, a torch, perhaps flares (neatly tucked into their boots!) and a reflective belt. The latter item is recommended in the BHS Code.

Mark Holland. Gwent.

G	R	E	E	N	L	A	N	E	S
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K	D	X	2	0	0	E	4		

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Map Reading Quiz

A. The British National Grid is:

1. The team made up of our best racers.
2. The big electricity power lines and pylons that criss-cross the whole country
3. An invisible net of lines over the whole of Great Britain.
4. An imaginary set of lines covering the whole country.

B. A Grid Reference is:

1. A set of letters and numbers that you use to find out where you are on the map when you're not sure or you're lost.
2. What you need to get on the British National Grid.
3. A unique set of letters and numbers that identify any location in Britain shown on an Ordnance Survey Map.
4. A load of numbers that tell where you are.

C. On a Landranger or Pathfinder Map:

1. The Green Lanes are not identified as such.
2. You can only ride a Motorcycle on the Public Rights of Way marked in red.
3. All the Public Roads are coloured.
4. All the Green Lanes are uncoloured.

D. In a full Grid Reference the 2 letters at the front are:

1. There to make the Grid Reference more important.
2. The initials of the Chief National Surveyor.
3. To identify the 100 Km. Grid Square.
4. To identify the 1000 Km. Grid Square.

E. A Romer is:

1. An Italian from Rome.
2. A piece of card or plastic, that has 2 adjacent edges with a 1 Km. scale, used to find a Grid Reference.

3. A special compass made by Silva, that measures the distance you've travelled and can tell you your Grid Reference to 6 figures.

4. A 2-sided ruler used to make up Grid References.

F. A 6 Figure Grid Reference gives a location to the nearest.

1. 100 Yds.
2. 100 M.
3. 10 M.
4. 100 Ft.

G. In a Grid Reference.

1. The Eastings come first.
2. The Westings come first.
3. The Northings come first
4. The Eastings come second

H. On a map, Contour Lines:

1. Show the hills and valleys.
2. Are lines joining points of equal steepness.
3. Are lines joining points of equal height.
4. Indicate how steep the hills are.

I. Grid North and True North are:

1. The same.
2. Only the same on the 0 degree Meridian that passes through Greenwich.
3. Never the same.
4. Only the same on a line passing through Bournemouth and the Poles.

J. There is a difference between Magnetic North and True North because:

1. The North Pole moves about.
2. Their Poles are in different places.
3. The Magnetic Poles move.
4. Like Poles Repel.

Charlie Morriss.

Answers: A4; B3; C1; D3; E2; F2; G1; H3; I4; J2.

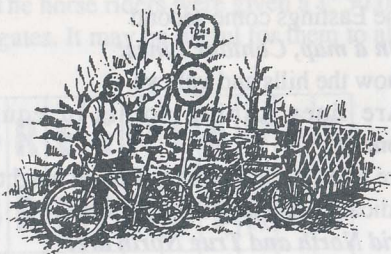
TRAIL RIDING

without petrol...

Some thoughts on mountain biking, seven years on.

.... Let me make it clear from the start - I do not consider mountain biking and trail riding to be more than marginally different. Both activities require the expenditure of huge sums of money, energy and bloody-mindedness, while extracting blood, sweat and snot in roughly comparable quantities. Neither, it seems, do the media and our good friends the walking and whinging fraternity view the two activities apart. The pressures on mountain biking, both deserved and clearly unfair, mirror closely those faced by trail riding, but over a much shorter period. As I have told the nascent British Mountain Bike Federation on more than one occasion, trail riders faced their threats over a thirty year period, allowing us the time to learn how to adapt and fight back. Mountain bikers are not being allowed that opportunity - their sport has been branded a "problem" long before it has really crystallized into a sport proper, or developed an effective national voice.

That is not meant as a criticism of Colin Palmer, Chris Payne, Graham Longstaffe, or any of the others who put in as much hard work as any TRF officer. It is simply that getting one's feet under the necessary tables as a bona fide recreation takes quite a bit of time and the market driven explosion of ATB use is denying the sport its chance for growing and evolving steadily. The BMBF is caught in the same dichotomy as trail riding - the competition side carries more clout than the less-organised recreational riders and the established parent body, the BCF, seems to be mainly concerned with tight Lycra suits, shaven legs and looking up people's bottoms for illegal suppositories (drug testing, I think they call it).



Norman Canham on the County bridge on the green UCR at Studdon, Allendale, Northumberland.

As regards the use and protection of rights of way, you might be surprised at how fast a cadre of BMBF people are learning. In a sport where the specialist magazines are, frankly, somewhere lower than Bike in its worst excesses of yore, there are now the seeds of a TRF-like structure of local RoW officers. Mountain bikers have one significant advantage over trail riders - bikes can legally use bridledways, without having the worry of first providing vehicular rights exist. So, to most cyclists, it no longer matters if vehicular rights exist. The fact that such higher rights protect the character of the lane and make it so much nicer to pedal on is just beginning to sink in to some. The cycle magazines don't help much. They still carry articles lauding hooligan behaviour, give routes suggesting the use of footpaths (not a criminal offence in England and Wales, but no right to cycle them) and carry gems like "it is not legal to cycle on RUPPs"!

What of the mountain bike and its rapid development? Well, you still have to pedal the damned thing everywhere and there seems to be some supernatural law that says "thou shall always have a headwind, especially when climbing hills". Our local group of greying trail rider/mountain bikers has been progressively sucked into the upward spiral typical in any high-tech sport. Where, three years ago we all rode steel-framed "conventional" bikes, we have since dabbled in suspension and moved, wholesale, to big-tubed aluminium frames on bikes sometimes costing more than a new trail bike. Fools!, you may say, but it really is not as simple as that. Bicycles are strange things - unlike trail bikes they only assume a personality when you ride them and the maintenance they demand is of such an order that keeping the bike in good order is akin to tuning a musical instrument. Even for an average rider, the difference in performance between a merely good, and a top line, bicycle is very noticeable. Two apparently similar bicycles can have very different ability in hill climbing and something as basic as a slow gear change will have your riding companions breasting the hills yards ahead - yards you can seldom pull back unless they wait, or you sweat.

Interestingly, I have not yet met anyone from trail riding (or other branches of motorsport) who has tried mountain biking and subsequently given it up. Not everyone wants to cycle exclusively, but most find the improvement to their overall health noticeable. Moderate fitness comes quite quickly, but unless heredity has equipped you with the lungs and legs of John Tomac, you will still glow and ache on every decent ride. Certain riders in our small group are now using heart rate monitors to gain an unfair advantage in their exercise. A heart rate meter on the average trail rider lugging his XT600 through Dandra Garth might be most useful if it could scream "death imminent" in a synthesised voice. Interestingly, trail riding and mountain biking seem to use a completely different muscle group, so apart from the cardiovascular benefits, cycling is not the best exercise for motorcycling.

Where to, then, for green laning on mountain bikes? The threats of traffic regulations orders against mountain bikes have already been made, and they seem to have replaced trail riders (and, to a lesser extent, 4WDs) as the bogeymen of the countryside. More positively, some countryside officers acknowledge that it is a legitimate pursuit and here to stay, so it must be properly catered for. Now, why can't they say that about the relatively few gentlemen trail riders who wish to enjoy Britain's green lanes?

My personal approach is that I am a trail rider, or greenlaner, whether I pedal or throttle-twist my way along (I'd be the same if I rode or drove) the Queen's Highway.

Must go now - it's time to ease the thighs into the Lycra, shave the legs, strap the handbag under the saddle and ride down to the postbox. Who said style isn't everything?

Alan Kind.



Where the Ridgeway crosses the old Bath road between Manton Down & Avebury

TRAIL BIKES...

old (mostly) and new

By A. Womble of Leamington Spa. Part One...

When I started trail riding, or as I prefer greenlaning, the first thing I wanted to know was what sort of bike was best. I still don't know but having tried a few here's what I thought of them.

My first ever long ride off road was more than twenty years ago when the Cambridge Centaur Club organised a run from Cambridge up towards Norfolk taking in a number of green lanes. I can't recall the route but remember passing through a military training area near Thetford (serious vehicular damage here but not I think by motorcycles) and stopping for refreshment within earshot of Snetterton. I had no suitable machine so a kind soul (Alan are you out there?) lent me a Bantam which had been converted to off road use by fitting alloy mudguards. This was high tech. in those days! Lacking in everything we now find essential it was just right for a beginner. The limited power was perfectly matched to the lack of suspension movement but the low seat height and light weight were spot on.

Some six years ago I returned to motorcycling acquiring a KL250 for the purpose. I wasn't a TRF member then and not knowing the area to which I had moved knew few lanes to use it on so it was quickly swopped for a Moto Guzzi road bike. The KL didn't make a big impression, all I can remember is that it was rather slow and vibrated a lot.

My next acquisition was a KMX125 for my wife to learn on. Well she did get part 1 quite easily but it was rather too tall for an inexperienced rider of less than 5' 8" or so to handle comfortably on green lanes. With that one proviso I would recommend a KMX to anyone. They are quite quick enough, handle and stop well and have a good electrical system. The headlamp is particularly good compared to some of the other trail bikes. They can be thirsty if driven hard and the brakes, although good even when soaked, have thin pads that need to be replaced frequently.

I liked the KMX125 so much that I eventually traded up to a 200 thinking that it would be just the same but with more power. In fact there are a number of significant differences in the suspension and steering departments. The fork stanchions are larger, have air caps and, I assume, stiffer springs, while the rear suspension has damping adjustment and a remote reservoir. I find the suspension too stiff for my taste preferring the softer set up of the 125 (or was it just knackered?). The fork rake is increased to 30 as against 28 on the 125. this gives more stability at speed but less manoeuvrability in tight turns which doesn't suit me as I like to dabble in trail bike trials. The 17" rear rim limits tyre choice.

To be continued (Soon, Mr. Sheen, I promise. Ed.).

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