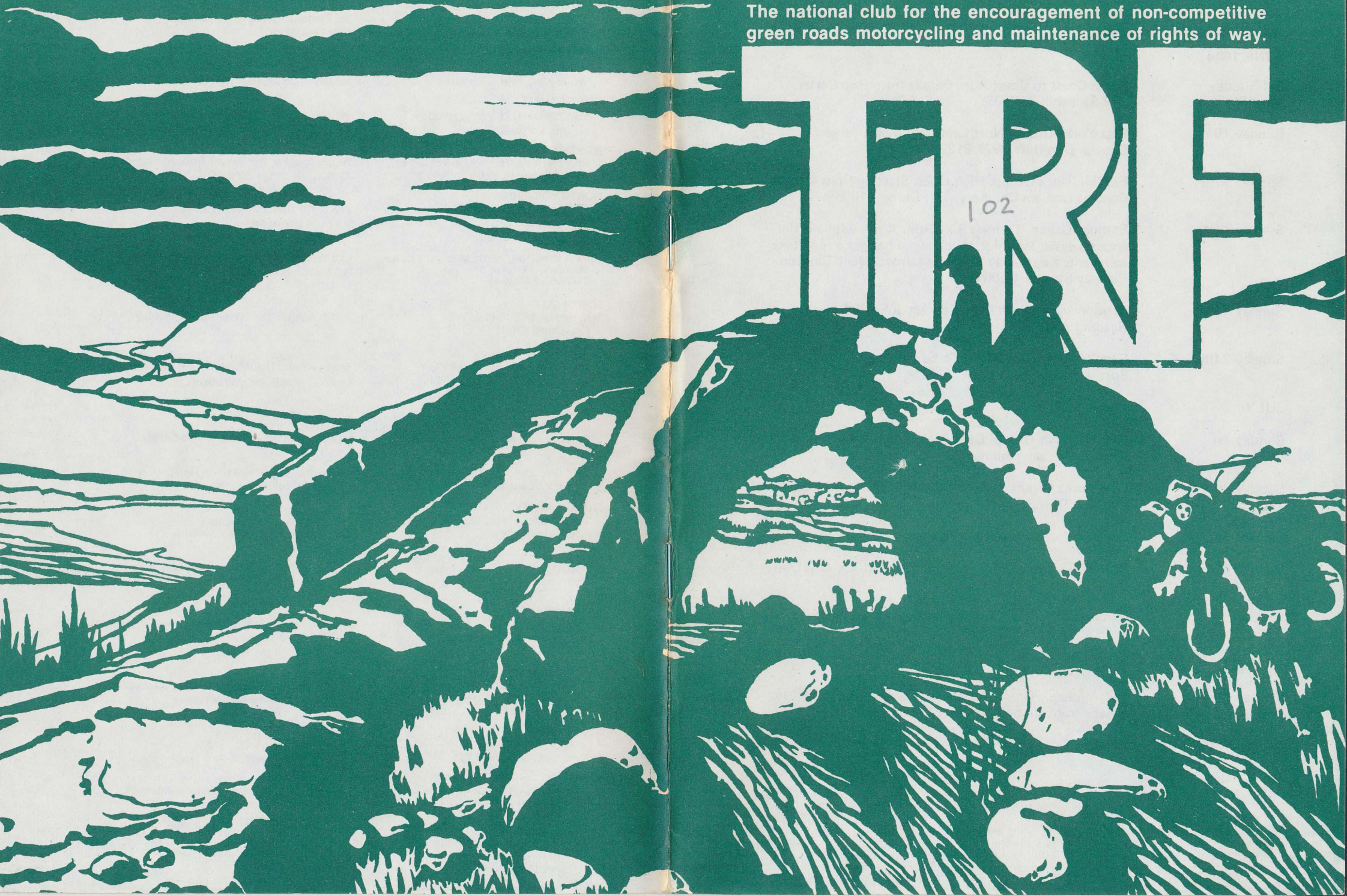


The national club for the encouragement of non-competitive green roads motorcycling and maintenance of rights of way.

TRE

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When negotiating with the County Council(s), we negotiate as a committee. I do not, and indeed I would not be allowed to negotiate 'deals' with the County Council(s) by myself.

May I turn on to another subject: The County of Greater Manchester. Much against public opinion, this County is *not* part of the County of Lancashire. This Group, as its name indicates, covers Lancashire, although we do cover a very small part of Greater Manchester.

Meetings with Greater Manchester County Council indicate that there are some 300 RUPPs within that County. Within this Group's area of Greater Manchester there are some 15 or so RUPPs, and these have been researched. This leaves some 285 RUPPs outside this Group's area, and furthermore, they are more likely to remain in this state. Bearing this in mind, it might well be a good idea if some TRF members *within* Greater Manchester got together and formed a group to protect their lanes.

John Gillett, Lancashire Group.

Thanks John for taking the trouble to write and put the record straight. Brian puts a tremendous amount of time and energy into rights of way work, but even he can't be everywhere, so it would help if some of you local Rights of Way Officers could provide some local Rights of Way news — Rosemary.

Have you heard the one about the postage stamps depicting British cattle?

Apparently the RA objected to these stamps as they showed one of the hazards their members have to cope with in the countryside! Maybe they'll try and get cows banned from fields!

CAGIVA ALETTA ROSSA TEST REPORT

Although the Italian company of Cagiva have been producing motorcycles for some years (albeit from other manufacturers' components), outside the world of competition, the name of Cagiva has meant very little. In motocross and enduro events the WMX125 based machines have proved very successful both here and abroad.

Since the Cagiva/Ducati takeover last year it would appear that the company have started a marketing drive towards more road orientated machines with several new trail/road models being produced — the 350 Ala Rossa, 125 'Low Rider' and, best to date in my opinion, the 125cc Aletta Rossa (WSXT125).

The Aletta Rossa is no sluggish learner 125 and sports almost the same engine specification as the WMX125. It is a 124cc water cooled unit with nikasil barrel and forged piston, reed valve, 6 speed gearbox, straight cut primary gears, multi-plate wet clutch and a primary kickstart. Carburation is through a 24mm Del Orto carb. The Aletta Rossa, however, is tuned to produce around 16 bhp as opposed to the motocrosser's 26 bhp. No one at 'Bike Torque' who supplied the test bike would tell me for certain whether the machine I had was the restricted 12 bhp version or the unrestricted (the main difference apparently is in the reed valve). At the first twist of the throttle I was left in no doubt that this was the unrestricted model.



The Cagiva 125 Aletta Rossa



For it's c.c. it is a physically large bike — the engine looks rather lost in the frame and I'm sure a 400 cc engine could easily fit. The seat height of 36" came as something of a surprise, but at only 262lbs it was light enough for me and my short legs to handle.

The choke lever was an awkward feature being on the right hand side of the carb and you had to be certain that the bike was warm enough to run without choke, as it was impossible to blip the throttle — unless you've got 3 arms!

On the road the Aletta Rossa felt more like a 250 cc machine. In common with most Italian bikes the handling was superb. Trail bikes do tend to skitter around on tarmac at speed (mine do), but I had no hesitation about taking this 125 on the motorway. It easily managed a steady 70 mph with none of the 'hinged frame' features of my own Japanese trail bike.

The brakes (Brembo stainless steel disc front/Grimeca drum rear) are a vast improvement over standard trail bike issue, if not rather too fierce for the weight of bike. It was virtually unnecessary to use the back brake on the road, and only a light touch of the front brake would bring you to an effective halt. In my opinion though, putting hydraulic brakes on a trail bike is asking for trouble, as the master cylinder is a vulnerable component and likely to get smashed falling off on a trail. It really depends on the percentage of road v. trail you're going to do as to whether you want to risk damage to your Brembo brakes. Brembo components, as any Italian owner will tell you are very expensive.

Although water cooled, the Aletta Rossa is not a particularly quiet bike; falling quieter than a competition machine but noisier than a standard silenced Japanese trail bike.

The electrics on the Aletta are 12 volt; a very welcome improvement over the 6 volt systems most trail bikes are hampered with. The lights were very bright and the indicators worked reliably — albeit with a very annoying and very loud bleeper. That's one wire I would certainly take pleasure in disconnecting. The instruments were rather garish, looking like something out of an aeroplane cockpit with warning lights to tell you just about everything. The white criss-cross background to the clocks seemed rather fussy and unnecessary and only added to the confusion; especially on the speedo where mph are not shown as prominently as km/h. The Italians never seem to bother to change instruments, etc. to suit foreign markets. This is also borne out by the headlight which had a right-hand dip beam.

All the switchgear, electrics and general finish of the bike were of a very high standard. Much plastic has been used so rust will not be too much of a problem — except that is, on the exhaust system, which really goes without saying on a trail bike. The small rear carrier fitted as standard is a neat feature and as well as being useful, helps to protect the back light, rubber mounted indicators are also a nice touch.

The monoshock rear suspension — rather unfortunately named 'Soft Damp' proved very good on road and trail and gave a very comfortable ride. The suspension unit is a very meaty looking component which is screw adjustable. However, there was no tool in the toolkit that would fit! The front suspension too was very good. No gimmicks here, just standard Marzocchi oil damped telescopic forks; but those fork legs looked as though they'd be just as much at home on a 900 cc machine. With this attention to the suspension on a 125 it was no wonder the Aletta Rossa handled so well.

On the trail the Aletta Rossa was superb, but unfortunately it's height soon made me have to hand the keys over to Dave, who was delighted. The KE and XL felt decided 'old hats' afterwards. On the trails that I did ride I was very impressed by the way this seemingly road orientated machine made good use of it's moto-cross ancestry and became every bit the green laner. Dave's criticism of the Aletta on the trail really sums up the whole bike — great machine, shame about the cc. It didn't have a great deal of low down power and at that vital moment on a steep climb or through thick mud, would probably let you down.

Cagiva have introduced a 200 cc version of the Aletta Rossa and I believe this may be imported later in the year. That machine, if the power output is not too peaky, would be a real winner.

The bike generally started well — first or second kick, but after repeated stopping and starting on the trail began to get a little finnick. However, once back on the road a quick 'blast' seemed to clear out the system. The Aletta was incredibly smooth for a 2-stroke and combined with a very slick gearbox, made for a very comfortable ride.

Pirelli tyres are fitted as standard but the bike I rode had T61 Michelins fitted; good dual purpose tyres I feel.

At £899 the Aletta Rossa offers good value for money and is competitively priced against the Japanese 125s. It is available in black, red or white.

Specification:

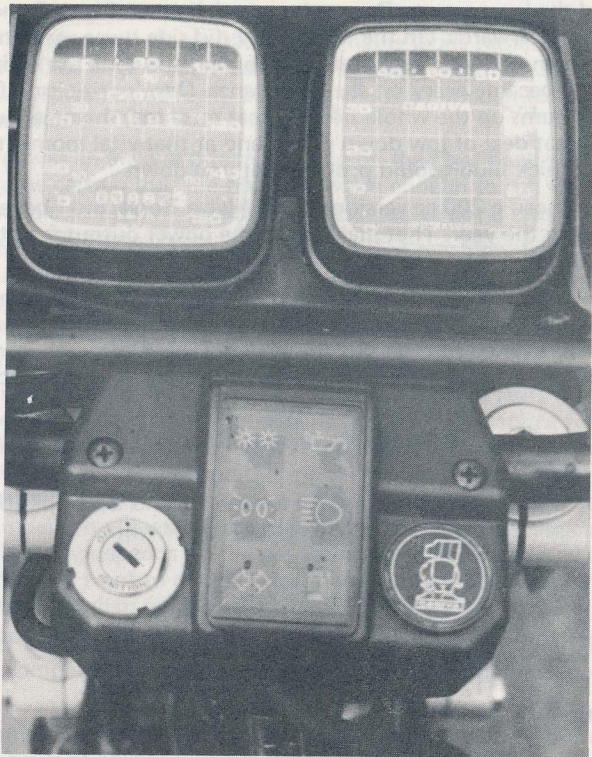
Engine	Single cylinder, reed valve, 2 stroke liquid cooled
Bore x stroke	56 x 50.6mm
cc	124.63
Compression ratio	14.8:1
Carburation	One PHBL 24BD Del Orto carb
Ignition	Electronic 'Motoplat'
Primary Drive	Straight cut gear
Final Drive	Regina chain
Gearbox	6 speed
Clutch	Multiplate, wet
Electrics	Motorplat 12V alternator
Battery	12V 5.5Ah
Headlight	40/45W

Dimensions

Seat height	36"
Wheelbase	56"
Overall width	32"
Dry weight	262 lbs
Ground clearance	9.5"
Fuel capacity	2.4 gals

Cycle Parts

Tyres	front	Pirelli Trail MT30 2.75 x 21"
	rear	Pirelli Trail MT30 3.50 x 18"
Brakes	front	9" Brembo single disc
	rear	5" Grimeca drum
Suspension	front	Marzocchi telescopic forks
	rear	'Soft Damp' monoshock and swinging arm



The Fussy and no doubt expensive cockpit of the Aletta Rossa

Performance

Top speed (approx.)	75 mph
Fuel consumption (overall)	68 mpg
Warranty	12 month/unlimited mileage
Price	£899

Bike supplied by: 'Bike Torque'
Sutton-in-Ashfield
Notts.

At the present time (April) there is no UK importer for Cagivas. However, until the announcement of the new importer for Cagiva, spare parts for both road and off-road machines will be distributed by Marston Motorcycles, Birmingham. Tel: 021 558 8062

The next issue will see the return of the 'Riders Reports' with the XT250 Yamaha.

ALAN KIND ADVENTURE WEEKEND 29/30 SEPT, 1/2 OCTOBER 1983

For those of you who hadn't heard about or missed out on it, here is a story all about it. The participants I list below with a description of each man and machine. Norris Bomford, 185 Cotton/Honda Special, called '40 mph Norris', by the rest of us mickey-takers, because of his ability to do 40 mph uphill, downhill and round the corners and even when the rest of us wanted to go a little faster on the tarmac between lanes. Derek Gleaves, 250 Suzuki, a man with trials experience. "I never did see him fall off". Geoff Blower, 175 KTM, again a man with a lot of ability including Enduro experience, which came in handy when the puncture had to be repaired in double-quick time. Dave Slavinskis, 750 cc Triumph Tiger Trail, 'ogri' to his close friends because of his likeness to Bike magazines super hero. If this trail run was an ISDE Dave would have won a gold for effort and determination in getting the Tiger 750 to places he never dreamed he would ride it to. Gavin Finlay, XL250 Honda, he was caught by us cleaning his bike after the second day. This led to him being nicknamed the 'Poofter'; trouble was he kept breaking his nails when he was cleaning all the . . . t off. Mark — don't-know-his-other-name, KL250 Kawasaki, he did very well considering he only passed his test one week before the run. Alan Hogsden, XL250 Honda, spent £3 on a light-weight M/C jacket with upside down zips, he found it was no bloody good when the zips on the pockets opened whilst on the tarmac and his £80 camera fell out onto the road. You think that was bad luck — but his own back wheel ran over it! Finally me, the author. I'm too modest to describe myself but those who know me might like to pass comment. Oh, last of all, the organizer, Alan Kind. We sussed him out as speaking with forked tongue. Because he really does lack judgement of distances, whenever we asked him how much farther it was, he answered with a statutory reply, "About 30 miles." But the odometer always ended up with about 46-50 miles clocked. Well, that's the riders, if I've offended anyone with my description of them, 'Hard luck'.

DAY 1 — Harrogate

We all met at the Claro Beagle PH in Harrogate and set off in line astern for something completely different. The first lane was *POCKSTONES MOOR*, typical moorland tracks with a bloody great 'bomb hole and bog hole' right slap along the middle of the track. Now there are four types of rider to combat this type of hazard; the first is the rider who bottles out and circumnavigates the peripheral of the bog, this method is far less demanding but does not present a challenge, although in general he will come out of it cleaner. The second type of rider is the man or men who are willing to have a go, generally knowing that they are going to get stuck, and they did. Then there is Geoff Blower on his KTM, he did his Evil Kneivel bit and jumped over it. Then there is the Triumph rider like Dave Slavinskis, who thinks he can do the same as the Enduro experienced KTM rider. How wrong he was. Whereas Geoff literally sailed over the bog, Dave set off with about 50 bhp on top and alas, about 400 lbs of Triumph. He got about 2 feet off the edge and promptly sank, front wheel first, into the bog. He sailed up and over the handlebars and examined his headlamp very closely with his face, from the upside-down position. His legs were above him, flapping like bungy elastics. He then landed in the bog with the twistgrip impaling his marital equipment, but he recovered from this mishap, his voice was still the same tone, so no damage was done.

On to *DEADMAN'S HILL* which is a steep climb out of the valley after the reservoirs. Your local man will know.