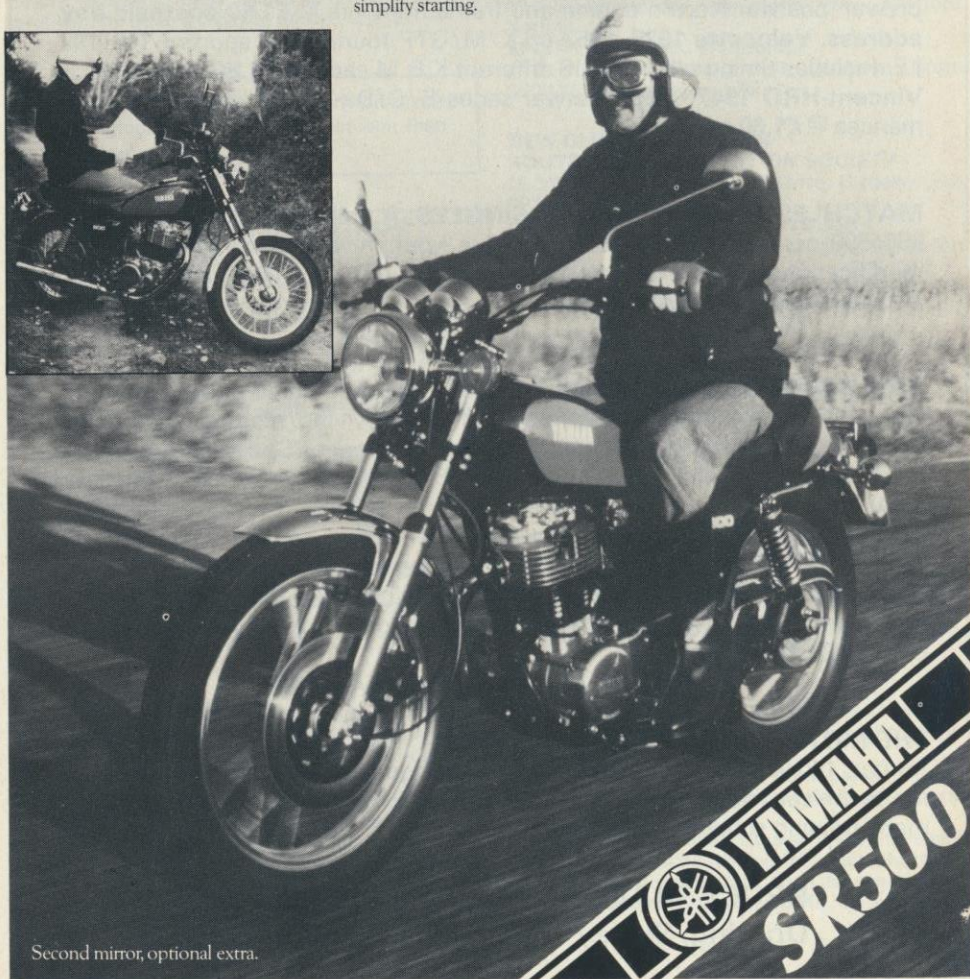


For the single-minded.

If your thoughts are for the old style big single cylinder motorcycle, then the new Yamaha SR500 is for you. This "big thumper" encourages all the fun of the past, without the fuss and here's why:

- 499 c.c. 4 stroke, single cylinder overhead camshaft engine.
 - Front disc and rear drum brakes.
 - Self-cancelling indicators.
 - Oil-in-the-frame lubrication.
 - 5 speed ultra smooth gearbox.
 - A combination of an automatic advance mechanism, piston indicator and compression release lever to simplify starting.
- These and many other sophisticated Yamaha engineering features make the slim, light weight SR500 a real pleasure to ride. See one soon at your nearest Yamaha dealer, there are over 500 dealers country wide.

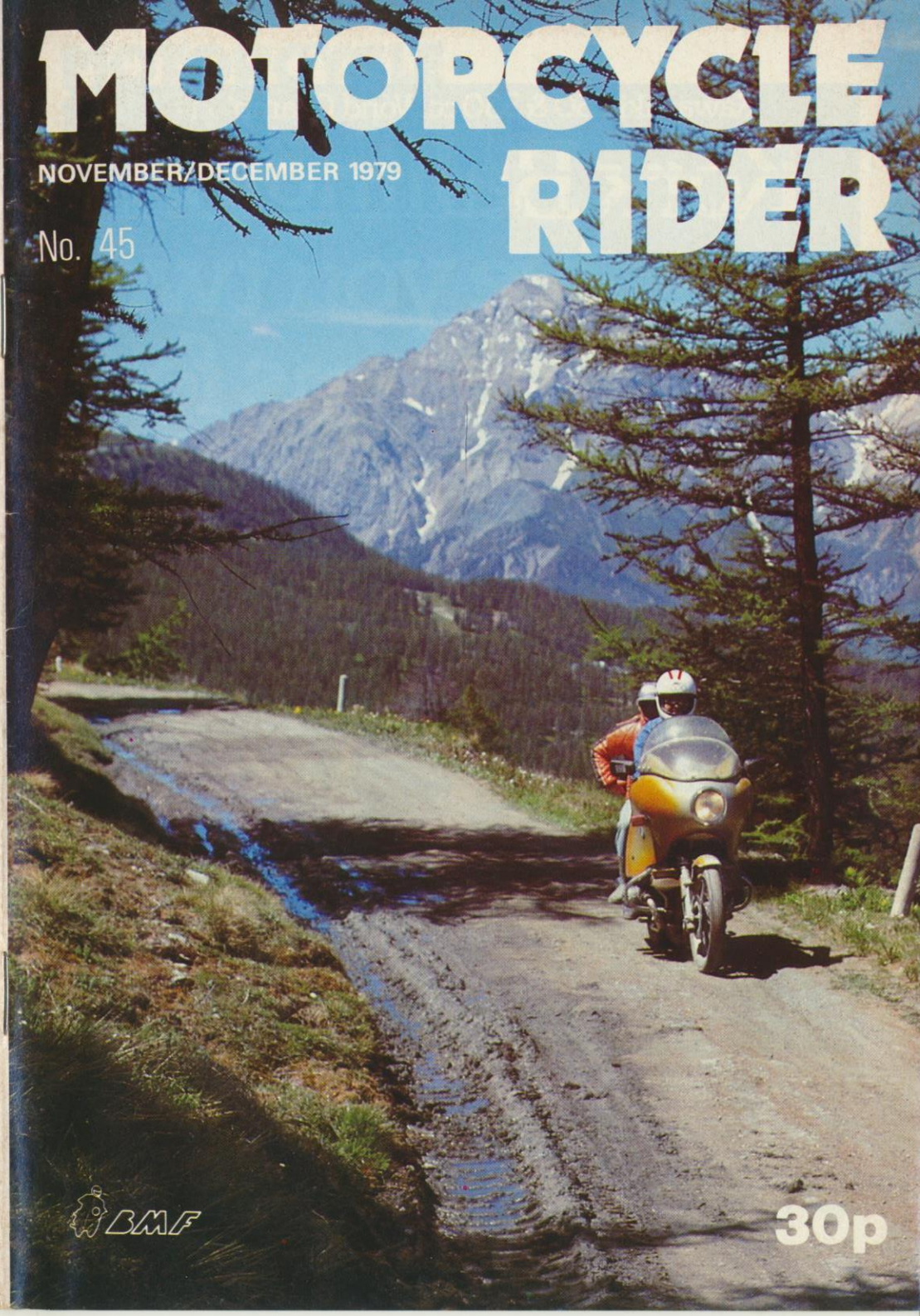


Second mirror, optional extra.

MOTORCYCLE RIDER

NOVEMBER/DECEMBER 1979

No. 45

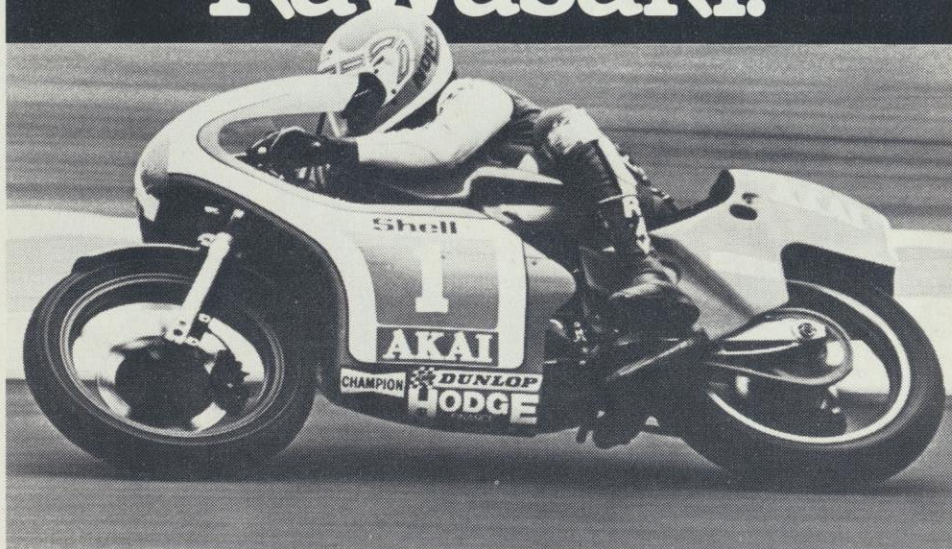


 BMF

30p

Kawasaki 250 & 350 cc. World Champions.

Kork Ballington can give you two good reasons for riding a Kawasaki.



You'd think being the winner of the 250cc and 350cc World Titles would be reason enough. But when you've just won both Championships for the second successive year, you start to see Kork Ballington's reasoning a little more clearly.

He knows that every Kawasaki is carefully designed and precision engineered to last—so they can come first, year after year.

We at Kawasaki, and our network of Dealers, would like to take this opportunity of congratulating him on this great achievement. Thank you, Kork.



Kawasaki
YOU'RE ON A ROAD OF YOUR OWN.

MOTORCYCLE RIDER

No. 45

THE JOURNAL OF THE BRITISH MOTORCYCLISTS FEDERATION
ISSN 0306-1647

OUR VIEW

NOT SO BRIGHT, GLC

Just when we thought we had finally injected some sanity into the daytime headlights debate, we were astonished to hear the dulcet tones of Barry Sheene on Capital Radio last Sunday telling riders to use their headlights at all times. We were more than a little surprised, to say the least, because we thought the news in the last issue of *Motorcycle Rider* of the Transport and Road Research Laboratory's conspicuity study findings would put an end to ill-advised calls for daytime headlight use.

Sheene isn't given to broadcasting advertisements out of the goodness of his heart; someone had to be behind it. We asked the Department of Transport, but they assured us that it was not current DoT policy to actively encourage daytime headlight use.

Next stop was the Greater London Council Road Safety Unit. Their spokeswoman cheerfully admitted responsibility for the commercials. 'But why, for goodness' sake? All the evidence shows that daytime headlights have yet to be proven beneficial in reducing accidents.'

Ah, not so, came the reply. 'Our evidence shows that daytime headlight use in London led to 7% fewer motorcycle casualties during our conspicuity campaign two years ago,' explained the spokeswoman.

'But that's ridiculous,' we protested. 'In the last issue of MCR—and you folk are on the mailing list—we showed that the TRRL found that dipped headlights are of no benefit to riders of machines with lights of less than 40W and that the practice could be potentially hazardous for a variety of reasons. And the weight of evidence from America indicates that the claims of headlight advocates are entirely unproven.'

'Well, we've got our evidence and we're acting on that,' said the GLC lady. May I refer you, readers, to page 23 of MCR 38 when we reported the results of the GLC survey and presented good reasons for scepticism. For one thing, the GLC failed to take into account the fact that 1976 was a boom year for motorcycle sales. In 1977—the year of the survey—registration fell markedly. And when registrations fall, so does the number of accidents. It is entirely possible that the 30% claimed headlight usage rate had absolutely nothing to do with it.

So let us restate the facts yet again. No study—in America, Britain or Australia—proves conclusively that riding with lights on in daylight reduces accidents. What it does is irritate other road users and places the onus on the rider to make himself visible rather than on the car driver to look for motorcyclists. If the DoT is unconvinced of the merits of headlight use, who are the GLC to tell riders to switch on. They should know better—and so should Barry Sheene.—P.R.

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FRONT COVER

This BMW R90S was among the 1,300 entries for this year's Stella Alpina rally in July. This annual event is organised by the legendary Mario Artusio and provides superb riding among the spectacular scenery of the Italian Alps, where this picture was taken by BMF Executive Committee member Geoff Wilson. The event has flourished since its inception in 1966. This year it attracted riders from 14 countries, including 26 from Britain.

2 NEW PR MAN FOR BMF

BMF Executive Committee member Jeff Stone has been appointed public relations officer for the Federation. Jeff is already West Midlands and Mid and South Wales area representative for the BMF, and will continue in this post in addition to his new responsibilities.

His natural flair for publicity has already proved enormously beneficial to the BMF, and it is hoped that his appointment as part-time PRO will enable the Federation to achieve more consistent coverage in the national, regional and motorcycle press. Jeff had considerable success earlier this year with a regular BMF spot on BRMB, the Birmingham-based independent radio station, and he hopes to build on this success in 1980.

Jeff rides a Triumph T160 and works full-time as a Post Office engineer in telecommunications. He is married with two children and lives in Solihull, West Midlands.

BMF BADGE IN FOREFRONT AGAIN

The Institute of Advanced Motorists has recently opened motorcycle test centres at Kendal and Carlisle in Cumbria. On 18 June Robert Wilson (left), a member of the BMF Legislative and Technical Sub-Committee, was the first rider to be examined at Kendal, riding a 750cc Honda proudly displaying the BMF badge over the headlight.

It was complete coincidence that Robert should have been the first candidate in Cumbria, as the IAM examiner in the area is Alan Wilson, Robert's brother, pictured congratulating Robert on a successful ride.

Both Alan and Robert are Local Training Officers in the National Motorcycle Training Scheme, and brothers of Geoff Wilson who, as you know, is a BMF Executive member. (We are disappointed to report that Alan is not a subscriber to the BMF, but the 'brothers' are working on him.)



BIKES IN THE NEWS

Motorcycling's exposure to the general public this summer has not been limited to television; newspapers and magazines, too, have been featuring two-wheelers more than usual—and taking them seriously, for once.

First we had Mark Williams' well-written preview of the British Grand Prix in *Radio Times* complete with colour front-cover picture. Bikes also made the front cover of the well-regarded *Marketing Week* in September, heralding an informative discussion inside of the current resurgence in motorcycle sales.

Much the same picture was painted in the *Financial Times* on 22 August, when motorcycles were the subject of an impressive three-page report. Both these features emphasised the size and economic significance of motorcycling as an industry.

The latest Triumph Bonneville made the front cover of *The Engineer* in July. This is Britain's leading weekly magazine for engineering management, and the cover picture was part of a two-page special report on the problems at Meriden.

Finally, the AA magazine *Drive* even had a Harley Electra Glide on its front cover in October, and inside was a piece by Dave Minton on how an AA motorist had found that using a moped instead of his car brought him major cash savings.

We think it's a good sign when bikes get so much favourable coverage in respected publications within a short space of time. At best it's great public relations for motorcycling; at least it makes a pleasant change!

'KICK START' FIRES VIEWERS

The BBC television series Kick Start has certainly fired the imagination of viewers. The final programme was watched by 15.6 million people, taking it to ninth place in the JICTAR Top Twenty ratings. Now the BBC has its proof that motorcycling does have a wide audience appeal, and hopefully the success of this first series of trials-riding contests will lead to further exposure of motorcycling on television.

What with Talking Bikes on ITV (well, for a few weeks before the strike) and the Beeb's first-class coverage of the truly excellent British Grand Prix, it looks like 1979 is the year that motorcycling began to receive due recognition on the silver screen.

BMF WINS TOLLS CASE

The BMF, in conjunction with the Tunnel Action Group, has won its fight to prevent any toll increase for motorcycles using the Mersey Tunnel. A similar battle over Severn Bridge tolls was lost, however.

Merseyside County Council had proposed that

the bike toll be increased from 15p to 20p; from 25p to 30p for cars; and from 60p to 70p for coaches and heavy goods vehicles.

Geoff Liddy and Gerry Scott represented both the BMF and the Tunnel Action Group at the public enquiry, presenting such a weight of evidence on behalf of motorcyclists that the inspector leading the enquiry was forced to conclude that no change should be made to the motorcycle toll. However, he did permit the car and truck toll rises to proceed as planned. He ruled that the BMF's submission that bikes be exempted from all tolls—due to the long delay involved when a rider pays a toll—was outside the scope of the enquiry.

The BMF/TAG evidence went into great detail to achieve a fair deal for riders and overcome the prejudice of the local council. For example, it was pointed out that, even on the most conservative estimates, the axle load ratio of a 32-ton lorry to a motorcycle is 2½ million to one and that therefore the motorcycle's contribution to road damage should be ignored.

At the Severn Bridge enquiry the BMF was represented by Chris Harrison, who also acted on behalf of the Association of South West Motorcyclists. It was proposed that the motorcycle toll should rise from 5p to 10p, while the car toll would rise from 12p to 20p and the goods vehicle toll from 12p to 40p.

The BMF submitted that bikes should be exempt from tolls for reasons of practicality, but felt that the proposed toll increase was not unreasonable if motorcyclists were to be charged a toll. Chris Harrison presented a carefully prepared joint case for the abolition of the motorcycle toll, based on ASWM figures which showed that toll collection from a motorcyclist of necessity took five times longer than from a car driver.

The inspector noted the arguments but said he could see no reason why motorcyclists should not contribute something to the costs of the bridge in the same way as other users. He accepted that the rise for motorcycles was disproportionate, but recommended that this be taken into account at the next toll review.

The BMF would like to thank Geoff Liddy, Gerry Scott and Chris Harrison for their invaluable assistance in both enquiries.

BMF SEEKS MORE SOLO BAYS

The BMF has approached the West Midlands County Council suggesting that better parking facilities be provided for motorcycles in Birmingham. It was pointed out that existing bays in the city centre are overcrowded and that the increasing number of commuter bikes on the roads since the fuel crisis meant that existing bays would have to be enlarged or additional bays provided.

BMF LOGO IN MEXICO



Londoner George Saunders has certainly been doing his bit to fly the flag for the BMF in foreign parts. His BMF Tee-shirt was first aired in 1977 across 12 states of America and in Canada, and last year he showed it off again—this time to the natives of Texas, New Mexico, Arizona, California, and Mexico proper. He plans another trip this year to Minnesota—let's hope he has a shirt with the new BMF logo this time!

George is associate secretary for North America for the BMW Club in Britain and takes a particular interest in the USA and Canada—so much so that he also carries the title of ambassador for the BMW Owners of America, which is the largest one-make club in the world. He is pictured here in Tucson in May last year with another BMWMOA Ambassador, Art Jacobson.

MORE AREA MEETINGS

The second round of BMF regional meetings kicks off in the Northern Region on the weekend of 3/4 November. The Saturday meeting will be held at the Bowling Green Inn, Charnock Richard, near Chorley, Lancashire. On Sunday, riders will meet at the Royal Hotel, Priest Popple, Hexham, Northumberland. Both meetings will start at 12 noon.

Geoff Wilson (address page 32) will report on the BMF's and the Government's activities since the last meeting six months ago, and will then invite discussion on a number of topics of concern to all road users. Most importantly, he will want to know how clubs and individual members think the BMF should be acting in their name.

All club secretaries in the Northern Region will by now have received notice of the meeting and an agenda, inviting at least two members from each club to attend. For administrative reasons we cannot circulate each individual member with notices of these meetings, but we hope they will treat these words as an invitation.

4 'IRON ON' ROAD MARKINGS

The BMF will be keeping a close watch on a new type of 'instant' road marking currently under evaluation in the North of England. The markings are so easy to lay that, if widely adopted, they could mean that our roads will quickly become a veritable graffiti board for local authorities.

The new system has been designed by Barry Pacey of Sturminster Newton, Dorset, and he has set up a new company, Pre-Formed Thermoplastic Road Markings (PRM Ltd), to market his invention. It comprises ready-made letters (and, presumably, direction arrows) which can be laid dry on roads and bonded to the road surface with a simple blow-lamp ignited from an ordinary bottle of camping gas. The whole process takes only 15 seconds and the bond lasts for up to three years.

Pacey's letters may be fine for private car parks and ideal for motorcycle training schemes, but as yet we know nothing of their traction properties in wet weather.

WHITE LINE FEVER?

White lines are really making news this month. A new system devised by 3M United Kingdom Ltd could put an end to the unsettling feeling of motorcycle tyres 'falling off' raised white road markings. The company's new Stamark Road Marking film can be inlaid into the final wear course as the road is being resurfaced, before final rolling. The result is instant white lines flush with the tarmac.

A 0.4-mile stretch of the A134 four miles north-east of Thetford has been treated with Stamark as part of a trial by Norfolk County Council. If successful, it should prove a major safety bonus for motorcyclists.

BMF SEEKS ENTRY TO RUSSIA

Fancy riding to Moscow next year for the Olympic Games? The BMF is actively pressing for motorcyclists to be allowed entry to Russia during the Olympics, due to be held from 19 July to 3 August 1980.

Geoff Wilson has written on the Federation's behalf to Intourist, the Russian tourist organisation, making a case for a relaxation of current entry restrictions for motorcyclists. The BMF has also asked the FIM for support, and Geoff is liaising with the AA in London which recently sent a three-man team to Russia by road to research the route.

The last time foreign motorcyclists were allowed inside Russia *en masse* was in 1967 for the FIM Rally. If the current bid is successful, it is likely that riders would be allowed to cross Russia only in escorted convoys. But it could provide a unique opportunity for touring riders throughout Western Europe and America to experience a whole new world.



Suzuki Owners' Club PRO Tony Murray (right) and Kent branch chairman Ken Smith (left) hand over an appropriately large cheque for £1,557.68 to Ian Phillips of the Gunnar Nilsson Cancer Treatment Campaign. This is the total sum raised by the club's sponsored jog around Brands Hatch in May, in which the editor took part.

BMF FIGHTS RIGHT-HAND SIDECAR BAN . . .

The BMF is stepping up its efforts to prevent the Government from carrying out its planned ban on right-hand sidecars being fitted to motorcycles. This follows a remarkable response from the DoT to the Federation's original protest in July.

Transport Under-Secretary Kenneth Clarke replied to BMF chairman Bruce Preston that the Government would go ahead with the ban because of the danger that car drivers at night might mistake an approaching right-hand outfit for another car without an offside headlight! By implication, the Minister apparently condones the lack of offside headlights on cars.

The chairman has written again to the Minister, pointing out that any problems with offside illumination on sidecar outfits would be best solved by requiring the manufacturers of right-hand sidecars to design an adequate light into the system—and not by banning the sidecars outright. He urged the Minister to reconsider, and pointed out that the Government's reasoning could just as easily be applied to left-hand sidecars. Considering the small numbers involved, he told Mr Clarke, the Government's proposed ban was tantamount to taking a sledgehammer to crack a peanut.

. . . AND ARGUES CASE FOR MOTORCYCLE TRAILERS

The DoT has turned down the BMF's request that trailer-towing be made legal for solo motorcycles in Britain. According to the Department of

Transport, bikes are already at a disadvantage in traffic because they 'lack stability', and allowing them to tow trailers would increase that instability.

But the BMF has refuted this and asked the Minister of Transport to reconsider, pointing out that trailers are acceptable to the US authorities which are even more safety-conscious than their British counterparts.

In a letter to the Minister, Bruce Preston also stressed that the BMF is unhappy with the legalisation of road humps and would be watching carefully that installation procedures were strictly adhered to. He explained that DoT claim that 92% of motorcyclists in a survey said they had no difficulty with the humps still left 8% who felt they were being put at risk by the obstructions. That figure was too high, he said. He repeated the BMF request that the Government should put what little money is available into filling some of the holes in our roads.

DRINK FACTOR LOWER FOR BIKES

Alcohol is a less significant factor in accidents for motorcyclists than for car drivers, according to a report published in August by the Transport and Road Research Laboratory. The report—a Review of Drinking and Drug Taking in Road Accidents in Great Britain—concludes that about one road death in five results from drinking in excess of the legal limit.

The report shows that 38 per cent of car and vehicle drivers, as against only 24 per cent of motorcyclists, have been found on post-mortem examination to have had more than the legal 80 milligrams of alcohol per 100 millilitres of blood. On Friday and Saturday nights, this rises to 76 per cent for car drivers and 56 per cent for motorcyclists.

NEW BMF REGION FOR NORTH LONDON AND ESSEX

The BMF regionalisation programme continues to expand. The latest region to be catered for is North-East London and Essex, and John Ross of the BMF Legislative and Technical Sub-Committee will be the representative for this area. John lives at 105 Salisbury Road, Barnet, Herts. Clubs in the region—affiliated to the BMF or not—and individual members are invited to attend the inaugural meeting at 12 noon on Saturday 17 November at The General's Arms, near Danbury, Essex.

This is your chance to communicate directly with the BMF Executive, airing your views on specific aspects of road riding that concern you. This is the sixth BMF region to be set up. Response from riders in the other five areas has been tremendous, so let's have you or your club represented to continue the success in London and Essex.

MCR PRICE AND SUBS RISE

Due to ever-increasing costs, the cover price of *Motorcycle Rider* rises to 30 pence with effect from this issue. The price has remained static at 20 pence since May 1977, and increases in paper and printing costs make this latest rise unavoidable. We still feel that MCR is the best value in motorcycling. The Individual Membership subscription must also rise to £4 with effect from 1 November, but you should save the whole fee many times over the minute you sign up with the BMF insurance scheme (details on centre pages).

DOT 'NO' TO BMF PLEA

The Department of Transport has turned down a BMF proposal that people should be encouraged to ride bikes rather than drive cars. The proposal was one of several put by BMF chairman Bruce Preston in a meeting with Transport Minister Kenneth Clarke in July.

The BMF argued that the move would have enormous benefits for the energy conservation drive and would also ease traffic congestion.

Now the DoT has replied: 'We believe it would be wrong to do this, for whatever reason, while the chances of an accident on a two-wheeler are so many times greater than in a car.' Quoting the motorcycle accident statistics, the DOT concluded: 'Against that background it would be wrong for the Department of Transport to encourage people to take up motorcycling.'

The Department also answered other BMF questions. The DoT is currently 'reviewing the whole operation' of vehicle excise duty, and until that review is complete it will not be proceeding with consultations on the phasing of the change from VED to petrol tax, initiated by the Labour government.

Finally, it was made clear that the Minister had reviewed the compulsory helmet law and had decided that there should be no change. 'The benefits of compulsion outweigh any of the disadvantages that have been represented,' says the DoT.

NEW ADVERTISEMENT MANAGER

Did you notice a new name on the masthead last issue?

Forget it, we spelt it wrong both times! *Motorcycle Rider* does have a new advertisement manager who goes by almost the same name that we published. It is, in fact, Patsie Hadley. She takes over from Brenda Preston (who can now become a full-time personal assistant to the Chairman). Patsie comes from a motorcycling home and her boy friend Nick Rainey was responsible for the new BMF logo; they ride a Yamaha SR500 and BMW R100SRS. She will sell fridges to Eskimos, so if you are an advertiser you can expect to hear more of Patsie Hadley.

Don't play around.
Get to know a real superbike.
Honda CB900FZ.
Our thundering street bike, bred
directly from the all-conquering
RCB Endurance machine.

And now a winner in its own
right. 1st in the Formula 1 and
1st in the TT Classic on the Isle
of Man.

It's a winner on the road too.

Its tough 16-valve DOHC
engine delivers a body-tugging
95 ps at 9,000 rpm. It'll shrug
off the standing quarter in
under 12 seconds and top 130
miles an hour.

It has streamlined Euro-
styling, and Honda reliability.
The Honda CB900FZ.

The perfect machine for
road or track.

CB900FZ Specification: Air cooled, four cylinder In-Line, DOHC. Bore and Stroke: 64.5 x 69.0 mm (901 cc). Torque: 7.9 kg-m at 8,000 rpm. Power: 95 ps (DIN) at 9,000 rpm. Fully transistorised ignition with mechanical advance. 5 speeds. Twin Front Discs, Single Rear Disc. R.R.P. £2,099, inc. VAT.



THE HONDA 900. IT SEPARATES THE BIKES FROM THE TOYS.



NEWS... NEWS... NEWS... NEWS

EARLS COURT SHOW SUCCESS

New models were fairly thin on the ground at the Earls Court motorcycle show, held in London from 25 August to 1 September, but the punters certainly were not. Attendance was up from 141,077 in 1978 to a 12-year high of 154,135, obviously boosted by excellent press and television coverage and spurred on by current interest in fuel economy.

Wider aisles and better stand layouts made actually seeing the exhibits much less a hassle than in recent shows and contributed greatly to visitors' enjoyment.

Suzuki GB introduced no fewer than five new models, in addition to showing the American Low Slinger fours to test public reaction. The new Suzukis were the two-stroke ZR50, the RL250N trials bike, the chunky GSX250 four-stroke dohc twin revving to 10,000 rpm, and the GSX750 and GSX1100 dohc fours. The latter two machines should be available in Britain shortly, and their performance will undoubtedly prove to be phenomenal, but the heavy styling will take a little getting used to. It seems to follow closely a combination of Honda's Eurostyling and Yamaha's XS1100.

The BMF stand flourished despite being tucked away unfortunately in a quiet corner of the huge hall. More than 250 new members were recruited—three times the previous record for Earls Court—and sales of our new badges and regalia also reached an all-time high. This was the first time that our show stand featured an integrated display, which received much praise from visitors, and plans are already being laid for an even better stand for the 1980 show, which is again at Earls Court from 23 to 30 August.

'MOTORCYCLISTS BY APPOINTMENT ONLY'

John Jeffrey of the Southampton Club writes to point out an advertisement in the *Southern Evening Echo* of 17 August, in which the Spinnaker disco of Lower Swanwick is seeking 'congenial over-18s only' to enjoy its music and bar. But there, in big bold print, are the words: 'Coaches and motorcyclists by appointment only'. Perhaps they want to bake us a cake!

MORE DISCOUNTS FOR MEMBERS

Among the latest companies to offer a discount to BMF members is Martin Gould Leathers of Brighton, which will give 10% off cleaning of motorcycle outfits and 5% off custom-made leathers. But you should see the range of services offered by the company.

Two-piece touring or one-piece racing suits can be made to measure or finished off from standard

sizes to customers' requirements. Special features include elasticated waist (with elasticated options on elbows, knees and shoulders if required); elasticated back panels for ease of movement; shaped sleeves with elasticated cuffs; free cleaning for the first year and reduced rates for any services in subsequent years.

In addition they will repair, re-shape, re-model or even change the colour of your leathers, as well as taking in or letting out in any direction for those of us who periodically put on weight and/or lose it! You'll find Martin Gould Leathers at 30 Preston Street, Brighton BN1 2HP (0273 27488).

BMF AT SAFETY SEMINAR

The Institution of Municipal Engineers is holding a one-day seminar entitled 'Road Safety—Remedial Action and the Local Authorities' in London on Wednesday 31 October. Speakers include Transport Minister Norman Fowler. The BMF will be represented by Dr Alf Minter, who will ensure that the proceedings do not pass without those present being aware of the views of motorcyclists.

NEW READ TITAN CATALOGUE

A comprehensive new catalogue from Read Titan gives full details of the company's wide range of motorcycle accessories. You name it, they've got it. Since the company switched from selling bikes and creating exotic cafe racers to concentrating full-time on accessories it has become one of the biggest accessory suppliers in the country. The 66-page catalogue carries a black-and-white photo of each accessory beside its description, so that mail order buyers can see quite clearly what they're purchasing. It includes literally dozens of different fairings, panniers, carriers, silencers, exhausts, seats, handlebars and performance parts. The catalogue costs £2, but mail order buyers will benefit from a new incentive discount scheme which returns a discount voucher with your first order, ensuring discounts on all future orders. Read Titan is at 309 High Road, Levtonstone, London E11 (01-539 1383).

SAFETY EDITOR FOR 'RIDER'

It's good to see that Stuart Munro has joined the staff of *Rider*, one of America's glossiest motorcycle touring magazines. Stuart was formerly in charge of motorcycle safety at Transport Canada, the Canadian transport department, and is one of the many enthusiastic readers of *Motorcycle Rider* on the sunny side of the Atlantic. He says it keeps him 'up to speed on issues not usually covered in the other British journals. I enjoy your publication very much and look forward to each issue with great anticipation.' Thanks for the kind words, Stuart, and best of luck with the new job.

8 STAINLESS STEEL PARTS

Stainless Systems is another company that has long given discounts to BMF members. Up to 10% is offered off a wide range of stainless steel and other motorcycle parts. The proprietor is BMF insurance adviser Geoff Pedlar, and he can supply stainless steel silencers, handlebars, exhaust pipes, brake rods, pipe clips, mudguards and a vast selection of nuts, bolts, washers, screws and studs. The silencers are designed for early '70s BSAs and Triumphs, while exhaust pipes are mainly for obsolete British bikes. The fasteners are available in metric and Imperial sizes in a multitude of lengths and thread forms. For full details send a long s.a.e. to Stainless Systems, Farndish, Wellingborough, Northants.

COLOUR VIDEO OF YOUR RALLY

Up until now, having a colour video record of your annual rally has been fairly expensive, but the latest video technology has brought the cost within the reach of many clubs and individuals. Now experienced journalist and cameraman David Barzilay—himself a former motorcyclist who once planned to cross the Sahara on a 350 Ajay!—is offering a complete video service which could provide a unique record of your events for showing at the annual club dinner.

He can supply video tape cassettes lasting 30, 60, or 180 minutes, in full colour and with sound. An hour-long cassette could cost less than £100, depending on location. This delivers to you the cassette which is your property and your copy-right. Mr Barzilay will travel nationwide to record events.

Apart from rallies, this system could prove useful for training schemes, providing a televised record of the right and wrong way to tackle various manoeuvres. It can also provide coverage of sporting clubs' scrambles, trials and road races. For further details, write to David Barzilay c/o the editor (address page one).

TOP-QUALITY MAPS FROM RAC

The first two of a new series of 'Navigator' atlases from the RAC are now available. Navigator 1 covers the entire South-East of England, including a detailed section on London, while Navigator 2 covers the West Country, South Wales, Bristol and Cardiff. The maps are beautifully printed in four colours at 1.6 miles to the inch. They are a mine of information, with guides to museums, monuments, wildlife and leisure in general. They're not cheap at £4.25, but they really are first class and will fit in a top-box or pannier (they measure 10½ by 12½ inches). Maps of other areas will follow.

SUNAMI DISCOUNTS FOR BMF

Sunami Products is a relatively new name in motorcycle spare parts and accessories, but the roots of the company go back many years to a time when they sold Matchless machines.

Today they specialise in parts for the four Japanese makes. They can supply such items as disc pads, filters, chains, sprockets, points, cables, mirrors, manuals and other replacement bits, many of which they import themselves. This means that they can give a four-month warranty against malfunction on such parts. They also stock for Eurodesign, Sigma, Marzocchi shocks, Belstaff, Bel Ray, Bruce, Lintek. They also import such items as tapered roller headbearings for Hondas.

The manager of the shop is Tim Angus, one-time chairman of the Honda Owners Club and founder and current active member of the GT Motorcycle Club based at Stanwell, Middx. As an active motorcyclist he personally tries many of the items before they are put out for general sale. He takes the view that if it's not good enough for him, it's not good enough for his customers. Many items have been tried and found wanting! Recently unhappy with the manufacture of a particular make of helmet he sent his entire stock back to the supplier rather than sell them.

He is able to offer BMF members a 10% minimum discount on most items. On many occasions he runs a special line; at the moment it is 15% off Cibie Z-Beam Conversions. Sunami Products is based at 14-15 Morden Court Parade, London Rd, Morden, Surrey (on the A24) and opens 9-6 Monday to Saturday. If you want more details or simply an opinion on something you may be considering, then give Tim a ring on 01-648 4468.

RIDERS SUPPORT LEUKAEMIC GROUP

Musgrove Leukaemic Group will benefit from the proceeds of this year's Motor Cycle Show of the South West organised by Burnham-on-sea Motor Cycle Club, which hopes that the number of visitors will exceed the all-time record set in 1977.

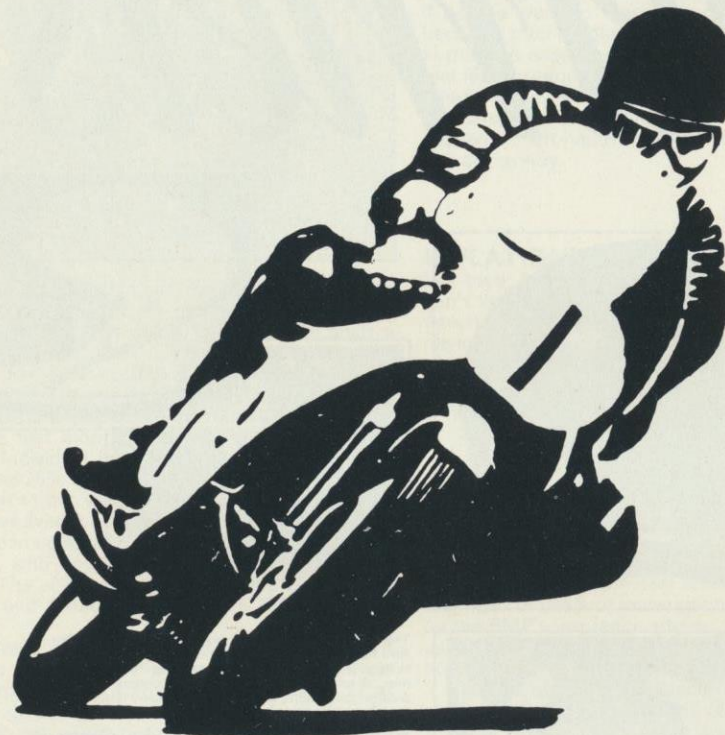
The show will be held at Pontin's (Brean Sands) Holiday Village on 17/18 November, featuring a wide range of machinery and accessories from local dealers and national distributors.

Further attractions this year include a custom bikes display and a riding skills competition, open to all owner/riders; this will be held on both the Saturday and Sunday morning with cash prizes being awarded each day.

The Motor Cycle Show Ball will be held in Pontin's Somerset Night Club from 8.30pm until 12.30am on the Saturday.

MOTORCYCLE SPORT

Published on the 7th of every month



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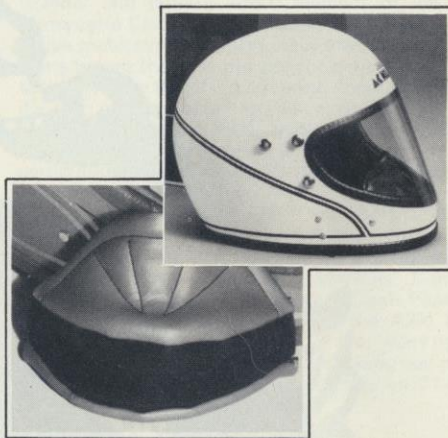


Stadium
accessories

helmets



Lynx
British standard 5361



The 'Achilles' is Stadium's latest glass-fibre helmet. The Anti-Mist face mask covers the nose and mouth, forces warm exhaled air away from the visor keeping the visor clear of mist. Stadium helmets are known throughout the world for comfort and quality and are worn by many leading sports riders, including Neil Hudson and Graham Noyce.

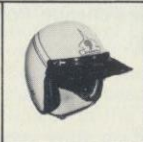
The Lynx is another new Stadium helmet in thermoplastic superb comfort and style for below £20 mark.



THERMOPLASTIC



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BS 5361
ACU approved.



Project 9
BS 5361
ACU Stamped.



Cobra
BS 2495
ACU Stamped

GLASS FIBRE - all to BS 2495:77



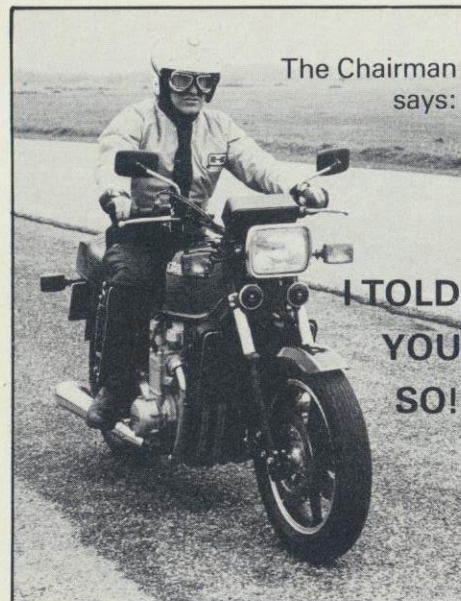
Scorpion
ACU Stamped.



Scorpion Cross
ACU Stamped.



Phoenix
RAC/ACU Stamped.



The Chairman
says:

I TOLD
YOU
SO!

'You ain't seen nuthin yet' ran my headline in the last issue, but even an optimist like me never dreamed that I was going to have *quite* such a success story to report this time. The joint successes of our new insurance scheme and a very effective advertising campaign left us gasping, for by the end of August we had enrolled almost 500 riders in that month. Can you imagine that—the BMF's individual membership section increasing by almost 25% in one month?

Added to this we had one of the most successful shows ever at Earls Court and the credit for this must go in no small part to Bruce Clarke and Nick Rainey, who designed and built the BMF show stand. The effect—in red, white and black—was superb and attracted many more visitors to the stand.

Naturally, once there it was up to us to catch 'em and the membership enrolments were almost three times those of any previous show. Add to this the great response to our regalia, particularly the new red sweatshirts featuring the new logo and the brisk sale of badges and you have the ingredients of a successful stand.

I can, in fact, claim a modest part in the construction of the show stand in that I was allowed to position and screw the club badges to the new badge board. Given my renowned inability to get *anything* straight this was indeed an act of faith by the design team. While performing this highly skilled job it occurred to me, not for the first time, that hardly any of our clubs take advantage of a great chance to publicise themselves. The board is displayed to, perhaps, a quarter of a million riders during the course of a year. A mere 40 or so of our clubs have badges on display. We could use three times that number and all it will cost the clubs is the outlay of one badge. Do we have your club's badge? If not, why not?

FIGHTING FOR THE RIGHT

One of the dafter regulations the Government is seeking to introduce is that banning the use of right-hand sidecars on new bikes. The reason given is that the smaller offside light is apt to confuse car drivers. Can you remember when you was last confused by a right-hand sidecar? Can you remember when you was last confused by a car offering the *same* lack of illumination? That's right, perhaps one car in ten is a 'one-eye' and I doubt if we see one right-hand sidecar a month. When we do, likely as not it is from Europe—is the Government going to ban foreign tourists?

A simple way around the Government's self-made dilemma is to make it a legal requirement to have a bigger and better light on the sidecar—then if people want to manufacture and sell them it becomes their problem and not the Government's. Is that too easy? Just remember one thing if you feel like shrugging your shoulders and saying 'so what': if they get away with banning right-hand sidecars, how long before the same argument is applied to left-hand ones? We'll be fighting this one all the way.

INFLATION'S CATCHING UP

We tried, but with the best will in the world we can't keep up with rising prices, not the least of which are the increased postal charges. Prices are having to go up. In future *Motorcycle Rider* will cost 30p and membership of the individual BMF section will be £4 plus 50p joining fee. The way the BMF is growing it will be money well spent.

MEET GEOFF PEDLAR

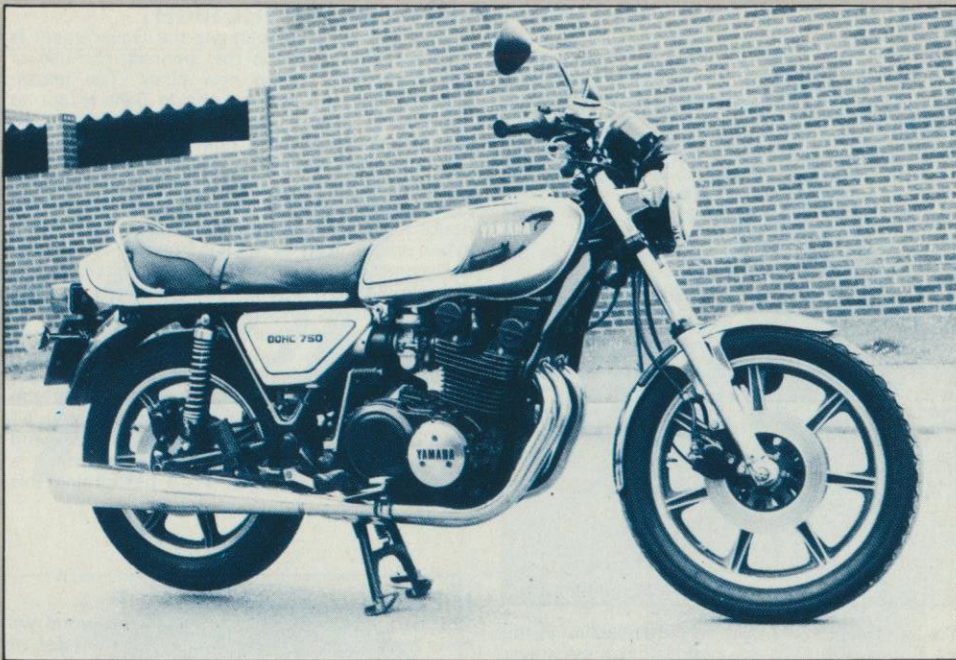
Perhaps you were under the impression that the BMF just picked the much-acclaimed new insurance scheme out of the hat? Think again. For the introduction of the new scheme in August was the result of years of investigation and negotiation by the BMF's insurance adviser, Geoff Pedlar. Let us tell you a little about this unsung backroom boy.

Geoff joined the BMF Executive nearly 10 years ago and played a significant part in the gradual success of the Federation. As time passed he became more and more interested in insurance and, by working at it, he was soon able to talk to the experts on equal terms. This is something that members of the BMF Executive tend to be good at.

He retired from the Executive a few years ago but still kept abreast of insurance matters and was soon appointed the BMF's insurance adviser. It is a job that he has done superbly and the insurance scheme is the culmination of his efforts—not the end, though, for he still has some cards up his sleeve.

Geoff is a member of the London Douglas MCC and lives at Wellingborough, Northants. He has a Douglas Dragonfly, a Velo Vogue, and, the last time we asked him, a BSA Rocket three.

Bruce Preston



25,000 - MILE TEST: YAMAHA XS750

One of the main problems with ordinary road tests is that generally the tester gets to keep the machine for no more than two weeks. The system works quite well, all things considered. However, with the best will in the world the tester is not going to find out that after six months the paint starts chipping off particular components, because virtually all test bikes are new or nearly new. Neither is he likely to find out that the silencers rust through inside the run of a British winter.

The ideal solution, perhaps, would be for the testers to write full road tests of their own bikes after, say, 12 months' ownership. So here, for the first time in a British magazine, folks, is a 25,000-mile test of Yamaha's much-acclaimed XS750 triple. The fact that current marketing practice made the 2D model in question obsolete less than a year after I bought mine matters little, since most of the comments are applicable to the current E model.

I bought my Yamaha new in September 1977 from Gambier Reeks in south-west London. It was my first new bike—the dozen or so previous machines having all been bought second-hand—and replaced a Honda CB750K2. Shaft drive at an affordable price was the main attraction, followed

by exceptional good looks, supported by advance reports of considerable riding comfort and better-than-average handling.

After its first service the bike was ridden up the M1, two-up, to the 1977 BMF AGM in Rotherham (remember the fog?). Cruising at 4,500 rpm—just under 70 mph—the bike returned 50 mpg. Once fully run-in, however, that sort of economy was rarely seen again—largely because 4,500 rpm was a kind of economy threshold. Above 5,000 rpm fuel consumption rose noticeably to 46 mpg, which became the new norm. It never got below 40 mpg, and for the next two years averaged 43-46 mpg with remarkable consistency.

Services were 3,000 miles apart, which was a significant improvement over previous Japanese machines. Partly through laziness, partly because I was unwilling to breach the terms of the 6 months/6,000-mile guarantee, the bike continued to be serviced by Gambier Reeks. The standard of workmanship in this Yamaha Service Centre was first-class, but in those days a basic service was costing me about £25 a throw. This covered labour and parts for an oil and filter change, ignition timing adjustment, carburettor balancing, cam chain adjustment, and tappet clearance check.

At 6,000 miles the motor grew a mite noisy. I

thought it was tappets but the dealer reckoned it was a clapped-out primary chain. He was right. Just as the Honda CX500 is renowned for its cam-chain trouble with early models, so the XS750 developed a reputation for eating primary chains. This was undeserved, because all the early models had their chains replaced under warranty by dealers with a modified chain and oilway which caused no further problems.

The bike continued to run faultlessly, taking my wife and I on a week-long mid-winter trip to Ireland. On the return journey down the M6 the centre-stand spring broke up and disappeared, presumably eaten away by rainwater and salt thrown up by the rear wheel. It too was replaced under warranty.

At 10,000 miles the Yamaha received a treat in the form of a full service by Terry Donovan at Mitsui—the Yamaha importers—while I had an XS250 on test. The shim-adjusted tappet clearances were in need of attention for the first time, and I got the bike back running better than ever before—a tribute to Terry's skill and the value of setting-up a motorcycle properly. It was smoother, quieter, and more responsive, and that day I wouldn't have swapped it for anything else on two wheels.

At the 12,000-mile service I decided to do all my own maintenance in a bid to reduce running costs. Fellow XS750 owner and close friend Keith Elliott devised a clever contraption for balancing all three carbs using only one vacuum gauge, and together we kept the Yam running sweetly.

A 3,000-mile Continental tour to Naples and back in the summer of 1978 (see MCR 39, page 11) showed the triple to be a totally reliable and competent touring machine, covering 500 miles in a day two-up without the slightest bother. The only noticeable effect was the rise in oil consumption: before the trip the bike was averaging about 1,000 miles to the pint, but the long hot days of 80-mph cruising in 90° temperatures reduced this to 437 miles. It never fully recovered from this rate, because on returning to England the oil consumption settled to around 600 mpp.

The XS750 does have drawbacks as a touring bike. The most aggravating is the seat, which becomes very uncomfortable after a few hundred miles. Up to that point it's fine, however, so if high daily mileages are not your priority then it should not cause problems. The other main hassle was the limited range of the petrol tank—150 miles is the practical limit. This has been solved to some extent by the extra 3-litre capacity of the tanks on the very latest models.

Upon our return the centre stand broke at a main weld, but this was replaced under warranty with the stronger item from the E model because Yamaha recognised this as a fault with the 2D. That was the sum total of replacements in the first year of trouble-free riding; I had covered 15,000 miles on the Yam despite testing one or two bikes a month for other magazines.

During that time the machine had required remarkably little attention. The finish was still very good, except for the bottom fork yoke which had long since lost almost every vestige of paint from

COUNTING THE COST

Below I have set out the cost of owning and running my XS750 for two years and 25,000 miles. The figures do not include the cost of repairing the parts damaged in the diesel spill because that incident is not typical of my riding—nor, I hope, yours! Neither do they include the opportunity cost of capital—the interest which would have accumulated if the purchase price had been invested in a bank or building society—because that's taking things too far for me and most enthusiasts, I am sure.

YEAR I		(£)
Insurance (tpf&t)		55
Tyres (1 front, 2 rear)		54
Servicing (by dealer)		84
Oil filters		18
Petrol (80p/gal)		266
Bank loan interest		80
Depreciation		244
Total	801	801
YEAR II		(£)
Insurance		76
Tyres (2 rear)		38
Oil and filters		27
Petrol (£1/gal average)		222
Bank loan interest		80
Road tax		20
Depreciation		244
Silencer		36
	743	743
Total over 25,000 miles		1,544

So the total cost of running the bike for two years was £1,544. It cost £1,288 on the road in 1977, thanks to a generous 15% discount for cash. To replace the machine with the latest model today, however, would cost £1,624 given the same discount, so I would have to find an extra £336 on top of the depreciation to get back to my position in September 1977. Taking replacement into consideration, therefore, the real cost of running the bike over two years amounts to £1,880.

Replacement apart, the running cost per mile is 6.2 pence—a darn sight cheaper than a car.

The one thing that stands out like a sore thumb is depreciation. In the case of the Yamaha XS750 this excessive rate of devaluation was caused almost solely by a handful of dealers offering brand new machines in 1979 at as little as £1,099 on the road when in 1977 the list price was £1,470.

It's a shame that this should happen to a bike as good as the XS750, because I still rate it as one of the best motorcycles ever to come out of Japan. The person who buys one of the many low-mileage offerings at £850 to £900 today is getting one of life's few real bargains.

its cast-iron surface. The black engine had lost its original sharp image, but except for odd spots on the cylinder head the engine paint had lasted well.

I decided to sell the bike to make way for the new E model, with its electronic ignition and slightly snappier performance. However the ad brought no response so I decided to stick with the 2D for another year. In the autumn and winter of 1978-79 the XS750 sometimes lay idle for four weeks at a stretch while I tested other machines. I was undoubtedly less fussy than before about regular washing and polishing, and this combined with the exceptionally hard winter to take its toll on the bike's finish.

Paint started to flake off the swinging arm and the horizontal brace between the front downtubes. A little more rust appeared on the twin grey strips of metal trim on either side of the saddle. The alloy wheels went from black to half-hearted grey, their polished rims growing duller by the minute. Rust started to pit the left-hand header pipe and a small hole appeared in the left silencer, which proceeded to rot very quickly from the inside out and had to be replaced.

Winter salt started to get under the lacquer on the points and alternator covers, ruining the polished alloy around the edges. The headlamp brackets, which had always been poorly plated, also fell foul of the rust.

I had already decided to spend an entire week-end restoring the Yamaha to its former glory when fate gave the process a little push. Riding through the City early one morning, delivering the page proofs of *Motorcycle Rider* to the printers, the Yam's tyres slid away on a nasty patch of diesel near St Paul's Cathedral and the bike slid up the road on its right-hand side for about 20 feet. Only my pride was hurt: this was my first get-off for five years and well over 100,000 miles!

Minor electrical faults

The bike suffered relatively little damage: front indicator lens, rear indicator stalk, headlamp bracket and shell, both brake levers, and the alternator cover. Luckily I was able to get the parts at trade price, because at full retail they would have come to a staggering £100! Well, not quite—I took the opportunity to replace both engine covers and a few other rusted/weatherbeaten parts at the same time, including a sidepanel which had been stolen.

Once back together and thoroughly polished the triple looked more like a bike with 5,000 miles on the clock, not 20,000. Even the wheels responded well to Scotchbrite and Solvol Autosol, although the black portions could have used repainting.

About this time two electrical faults bedevilled the machine. The first caused the bike to stop dead in rush-hour traffic on Hyde Park Corner, no less, with a flat battery. The fault was traced to a duff voltage regulator, which was replaced free of charge because it turned out to be a not uncommon problem with early 750s. The second left the bike stranded at a test track in Chobham in May, after the IMC test day. The bike had been ridden to the track, but despite the efforts of three

Yamaha mechanics we could get no life out of the ignition system when it was time to go home. Without an ohm-meter or circuit tester we were left baffled, and the bike was transported back to London courtesy of Honda!

The fault lay in the ignition cut-out switch on the right handlebar: the contacts had corroded away completely, shorting out the circuit, despite being on top of the switch cluster. Strange. Anyhow a replacement switch was bought second-hand from Bike Bits, the breakers in Slough, for £5.35.

With 23,000 miles on the clock and the bike almost two years old it seemed like a good time to sell up and buy something different. The machine looked immaculate and was running as sweetly as ever, so I advertised it in MCR at £1,050 and waited for a response. Nothing happened. According to Glass' Guide the approximate retail value of the bike was £1,130 with 18,000 on the clock, so I had made due allowance for the extra mileage and priced it accordingly.

The fact that several discount dealers were offering the same machine—brand new—at £1,099 on the road forced me to drop the price to £930 and again to £850 without success. To add to my problems, the machine developed an annoying misfire under load.

Lived up to expectations

Tracing this final fault was one of those patience-trying tasks that most motorcyclists of long standing must know only too well. Riding home from work, the misfire became an embarrassment so I stopped to check the bike over. Aha! Right-hand plug lead very loose on plug. Simple! But 100 yards up the road the misfire is as bad as ever. Stop again to check all plug leads. Ah! The centre plug is loose in the head. Wondering how it had happened and hoping the threads were undamaged I tightened it up and set off again, confident that all would be well.

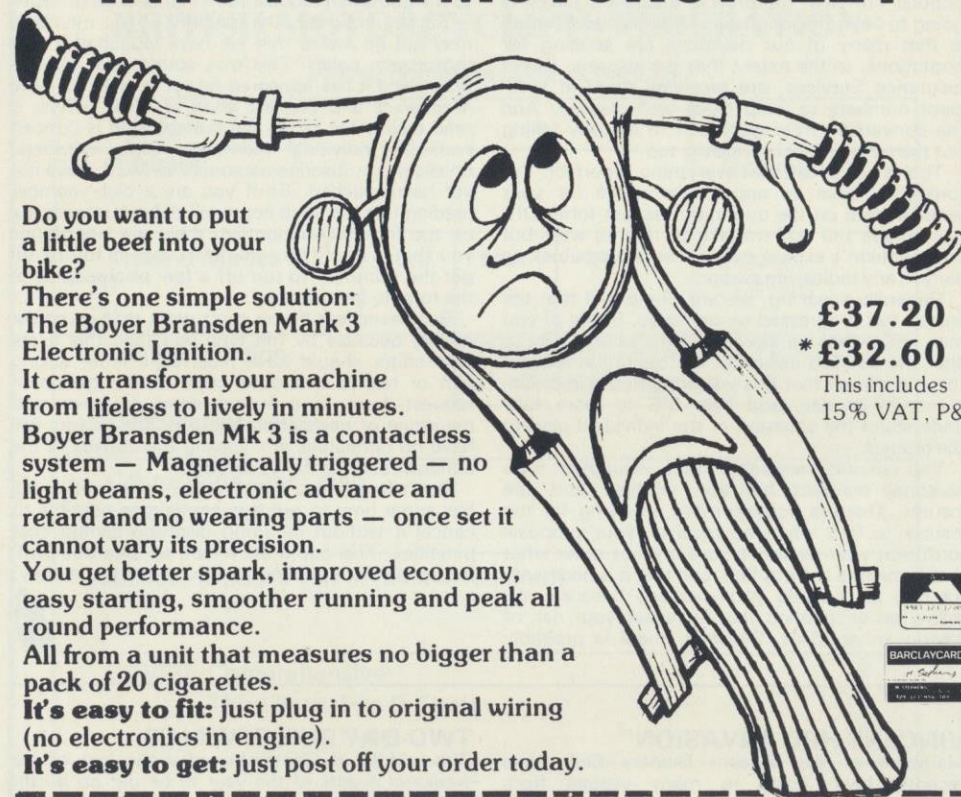
Still a misfire. Enlist help of friend. Discover broken plug cap. Replace it. Still misfiring. Trace fault to right-hand cylinder. Sod it! Swap coil from friend's Yamaha. Eureka! The triple was back to its normal, smooth-running self. It turned out, in fact, that the fault lay merely in a poor HT lead/coil connection.

It was running so well that I was strongly tempted to keep it for another year. But since *Motorcyclist Illustrated* folded in January I've been doing much more mileage on my own bike instead of road-test machines, and that 25,000 would be up to 50,000 next year—and who'd buy the Yam then? So I traded it in for £800 against a new bike at a dealer in London.

Yamaha's XS750 lived up to my expectations over those two years, letting me down only with those two tiny electrical faults and generally providing very reliable transport with minimal maintenance. Top speed was 118 mph, but the bike felt happiest running at 80-85 mph. It was reasonably smooth, acceptably comfortable except for very long trips, and not excessively thirsty. Finish was good, except for the bottom

(continued on page 32)

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| <input type="checkbox"/> Suzuki GS 400 | <input type="checkbox"/> Kawasaki Z 900-1000 | <input type="checkbox"/> *Norton Commando | <input type="checkbox"/> I/D units available from £13.11 |
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Geoff Pedlar's Insurance Notes

16 At the time of writing these notes, just over three weeks after the last issue of *Motorcycle Rider* was published, it is too early to predict just how popular our own motorcycle insurance policy is going to be in the long term. What is clear though is that many of our members are sending for quotations, to the extent that the insurers, Direct Insurance Services, are receiving them in sufficient numbers to keep them well pleased. And the conversion from quotation to actually taking out the cover is looking healthy too.

This is not to say that everything is perfect. We forgot to leave an appropriate space for your renewal date on the quotation request form. DIS have made the odd mistake or two as well, but who wouldn't expect minor teething troubles so early in any radical innovation.

Generally speaking, we are all pleased that the launch has progressed so smoothly. Some of you may notice that we have taken the opportunity to alter the detailed design of the quotation request form; we hope that this will bring minor improvements in its use, and help DIS to more fully understand the situation of the individual placing the request.

You should remember that insurance is a personal contract between yourself and the insurer. There is nothing more annoying for the insurer to find when he receives your proposal form that your circumstances are not quite what they appeared to be at first, and that it is necessary for him to re-quote you—perhaps because you follow an occupation that increases your risk of having an accident. Similarly, there is probably

nothing more annoying for you to find that the insurer has had to send you another quote after receiving the proposal form. Hence the alterations to the quotation request form in this issue of MCR.

So far, however, the majority of our members may not be aware that we have launched a new motorcycle policy! This may sound odd, but the only place it has appeared as yet is in *Motorcycle Mechanics* and the last issue of MCR, which is read mainly (as far as the membership is concerned) by individual members. Club members, unless they subscribe personally to MCR, have not yet been reached. So if you are a club member reading this in a 'club copy' (all club secretaries are on the free distribution list) there are two things you should do: (i) buy your own copy in future; (ii) get the secretary to run-off a few photocopies of the form to hand around.

But never fear if you can't work that particular oracle, because by the time you read this every club editor should have received a letter asking him or her to include a copy of the quotation request form in a future copy of your club magazine or newsletter. We trust the editors will have no difficulties in involving themselves in the administration of our Federation!

Don't forget also that if your current policy still has some time to run it is sometimes possible to cancel it without incurring disproportionate cost penalties. This could allow you to take out BMF insurance more quickly, and thus save you money.



VINCENT HRD 'INVASION'

Members of the Vincent Owners Club have recently been hosts to many visitors from America, Australia, Canada and Europe. After a rally in July, the guests attended a farewell banquet at the Kempton Park Manor restaurant on Saturday 11 August. Special guests of honour were Mrs Elfrida Vincent, Mr and Mrs Phil Irving and Harold Booty, president of the BMF.

At the dinner, Bryan Phillips, chairman of the Vincent Owners, announced that Phil Irving MBE is now the president of the Club in succession to the late Phil Vincent.

Commenting on the function, Harold Booty says: 'It was a most successful and happy event with a real international flavour.'

'Without the initial 'push' from the Vincent Owners Club the BMF would never have got started way back in 1960, and so we owe this very professional and thriving club a great debt of gratitude. I must also express pleasure in finding that my other great interest, genealogy, was shared by at least one of the visitors from America!'

TWO-DAY RUN IN WALES

The middle of September saw the last of the weekend events of the year to be put on by the BMF's Individual Membership Section with a two-day tour in Mid-Wales.

On Friday 14 September a number of riders who had travelled distances of up to 200 miles gathered in New Town to take up pre-arranged accommodation in readiness for a prompt start on the tour. On the Saturday the party assembled at the Welshpool and Llanfair Light Railway Station to meet Stephen O'Reilly who had arranged the whole thing and who was to be the group leader.

The day started with an unexpected tour of the engine shed, rolling stock and signal box at the station conducted by a member of the voluntary staff there. The remainder of the day was occupied by a circular tour of the area to the north which took in Lake Vyrnwy, including the Visitor Centre and the Pistyll Rhaeadr Waterfall.

Llangurig was the meeting point for the Sunday run when the number taking part was swelled by a contingent from the Little Witney and District Motorcycle Club.

Doug Baker

MOTORCYCLE INSURANCE

QUOTATION REQUEST FORM

for members of the BRITISH MOTORCYCLISTS FEDERATION

Please complete in block capitals

Name:				Age:	
Address:				Occupation:	
Make & Model (1)	c.c.	Year	Value	Sidecar YES/NO	
(2)					
Length of riding:			Permanent UK resident YES/NO If NO details required		
Date test passed:					
Convictions other than speeding/parking					
Accidents past 5 years: (details required)					
COVER: Comprehensive				<input type="checkbox"/>	
Third Party Fire & Theft				<input type="checkbox"/>	
Third Party Only				<input type="checkbox"/>	
Number of years claim-free insurance					
Policy contains minimum £25 excess. Would you like to bear additional voluntary £75 excess—15% discount?				YES/NO	
Do you hold a proficiency certificate? If YES state which.				YES/NO	
If insurance to include any additional driver, please supply information separately.				Required commencement date*	

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*Quote will be sent four weeks before the commencement.

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ONLY OURSELVES TO BLAME?

Peter Thoeming takes a personal look at discrimination

We hear a great deal about prejudice against motorcyclists. I've experienced very little of it—I've never been refused a drink, although I have felt distinctly unwelcome at times. I've been refused a place in a camping ground once, and I meet the occasional driver who obviously doesn't like bikes. But I *am* rapidly becoming prejudiced against bikes.

What amazes me is that people aren't more set against us. As a 'foreigner' I can make some comparisons that British riders probably wouldn't find so easy. In general, British drivers (especially London cab drivers) are more forgiving to bikes than any other nationality I've encountered. And this is despite the dreadful behaviour of a significant minority of riders, particularly in London.

I rode all through the last winter and was pleasantly surprised by the generally high standard of riding. Some of the despatch riders were careless, certainly, but in general it was a pleasure to be on the road.

Not so since spring has sprung. Every day I see bikes getting in the way of traffic, taking suicidal chances and showing off at the cost of other road users. There is no glory or skill in avoiding death due to the reflexes of a car driver who slams on the brakes.

Now I find myself, not unreasonably, being lumped in with the people who create havoc. I find that people sneer at bikes. And I can't blame them. Certainly there is prejudice against bikes on the road. But it isn't blind prejudice; to a great extent, it's justified.

Let's extend the essence of this argument to the other two areas of concern—camping grounds and pubs.

It is fashionable to blame exaggerated newspaper reports for bans. But it would be a very timid bar manager indeed who passed up the chance of the money he could make out of even a small group of riders, just on hearsay. And timid people rarely become bar managers. Bans are generally based on personal experience, or the experience of friends. Word gets around fast.

If campers are disturbed by noise late at night, they don't come back to that camping ground. And motorcyclist riders are noted for their tendency to make noise, be it revving of machines or drunken revelry. So we're unpopular.

The BMF's proposal for camping cards will help those of us who do behave ourselves, in that it will at least get us into grounds which might otherwise be closed to us. But the ultimate answer cannot lie in ways of identifying 'good' riders. What are you going to show the bouncer at the pub? Your BMF membership card? And do you want to be a 'good' rider?

The answer is very simple. We must put our own house in order. I don't pretend to know how. Obviously, we can discourage boasting about doing the ton up Edgeware Road. We can set an

example, we can try to talk to people we see performing their idiot duck-and-weave routines on the road. We can even, with due care, 'heavy' the people we see making a nuisance of themselves at the pub.

But we have to do something. Because if we don't, Big Brother (or should that now be Sister?) will. It's remarkably little trouble for the government to legislate us off the road. The more cause we give them, the more restrictive they will become and the more people they will have agreeing with them. Campground bans and pub prohibitions are bad enough, but they're only a minor nuisance compared to what Westminster can do to us.

'No rider is an island'

John Donne reminded his readers that 'no man is an island'. No rider is, either. We are *all* going to be held responsible for the behaviour of a minority. Whether that is right or wrong is irrelevant. The BMF does an excellent job in letting the government know that most riders are responsible. But that isn't enough. We need to let the minority know that we won't be dragged down with them. Any ideas on how we can do it?

As far as riding behaviour is concerned, perhaps a more stringent test and compulsory training are the answers. I certainly don't see how either could do any harm. Perhaps some of our highly respected members need to adopt a higher profile with young motorcyclists in their area, even to the point of talking to them in the street. Certainly a drive to make the bike magazines take a more responsible line would help. I'm not talking of any compulsion, mind you. But why not an article on how to ride safely in traffic as well as the obligatory features on how to make mopeds do 90mph?

Pub, camping ground and other larrikinism really only suggests one treatment. Go over and talk to people you see or hear making a nuisance of themselves. Try to make them understand that they're making it tough for everyone. Sure, that takes a certain amount of courage. Sure it's not always safe. But you either have the courage of your convictions or you don't.

It's not going to be easy to reverse the current drift of bikes into disreputability. (Nice word, huh?) But it has to be done. In this age when any form of eccentricity is regarded with increasing suspicion, we, who after all *are* dyed-in-the-wool eccentrics (who in his right mind would ride a bike in Britain's weather?), need to defend ourselves. And defence is needed both against the juggernaut of conformism and against irresponsible elements in our own ranks. While Bruce Preston and the BMF keep the government off our necks, we have some time left. Let's use it.



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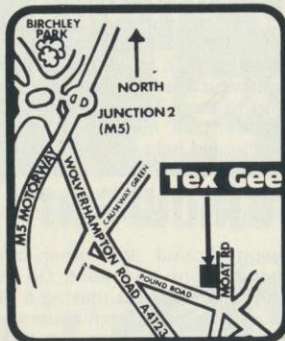
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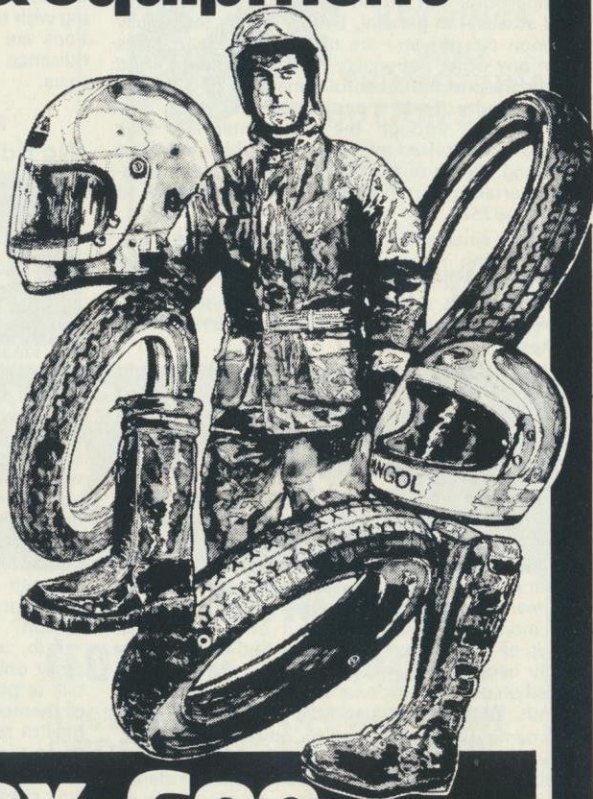
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Letters . . . Letters . . . Letters

Discrimination in pubs

Once again discrimination has reared its ugly head. Yesterday, after a quick glance through my copy of CAMRA's pub guide my friend and I decided to sample the beer (Burtonwood) at the Wharf Inn, Shebdon, Adbaston.

We parked our motorcycles in their car park and walked toward the main entrance. We were confronted by the barmaid (or it may have been the landlady) and told that motorcyclists were not welcome.

When asked the reason for this apparent discrimination, she replied that they had trouble with bikers before. I could understand a certain amount of fear of trouble if there had been a large crowd of us, but two people are hardly going to start a riot! (I am only 5 ft 2 in tall!)

It seems to me that it's about time landlords/landladies used their judgment before banning all motorcyclists.

C. J. Thompson,
Weeping Cross, Stafford.

Dangers of a closed mind

As the editor of *Motorcycle Rider* and a leading member of the BMF I was rather surprised at your remarks in a book review in MCR 42 of *Riding for Real*.

First you criticise the ideal of lights on all the time. This may not be the view of the BMF but most of their objections do not hold water. As to older machines not being able to keep the battery charged up, this can only be due to a fault in the electrical system.

Your other point that no mention is made of the BMF in the useful addresses section is hardly anything else but justified as the book is for and about riding in the correct manner and the addresses are for training schemes and how to contact them. The BMF never has, and as far as I know will not in the foreseeable future, run any such schemes and therefore has no place in this book.

This sort of self-righteousness and 'we cannot be wrong' style of writing is one of the reasons why although membership of the BMF is growing it is still a minority of the motorcycling fraternity in this country.

As a member of the Martlets MCC I am a member of the BMF but until the time comes when the BMF shows a more open mind to all motorcycling matters I, as president of the South Coast Motor Cycle Riders Association, will block all moves of the members to align with the BMF.

David Pope,
Southwick, Sussex.

P.S: *Riding for Real* is not available from all Gulf petrol stations. Try Sussex and see.

You may not agree with the BMF's objections to daytime use of headlights, Mr Pope, but if you

read page 3 of MCR 44 you'll see that the TRRL and studies in America all agree that daytime use of headlights will not improve the accident pattern. My comment about the BMF not being mentioned was made in the light of the fact that the Federation's address is included in The Michelin guide to better motorcycling, a book reviewed alongside Riding for Real and designed to achieve the same objectives. If in one, why not in the other?

Neither the BMF nor Motorcycle Rider is in any way self-righteous, nor do we claim infallibility, but at the same time we are not afraid to make public statements that may be unpopular with some minority sections of the motorcycling community but which nevertheless we believe are in the best interests of motorcycling in general. A lot of riders obviously agree, because BMF membership has never been higher and is growing at a faster rate than ever before. Individual membership has grown by 25% in the past three months, and club membership has doubled in four years. We're not many clubs short of the 200 mark. Now if all these clubs and individuals—well over 30,000 of them—reckon that the BMF is worth supporting for the good of motorcycling, how do the members of your Association feel about their previous 'blocking' all moves to affiliate with the BMF? Which of us needs the more open mind?—P.R.

Rowdiness on BMF campsite . . .

We are writing to take issue with your reply to Peter Cocker in MCR 43. In our opinion Mr Cocker's letter understated the noise that the campsite was subjected to. After returning to the site at about 10.30 pm we went for a jar in the beer tent, only to find that it was on the point of shutting.

We returned to our tent and heated some soup, and retired to bed at about midnight. We were kept awake until after 2 pm when Alan got up and complained to the Rally marshalls. They said: 'John Carr is asleep in the showground caravan', and that was that!

We should emphasise that the noise was at least as bad as Mr Cocker's letter stated. There were very noisy bikes being ridden around the site, a lot of swearing, and a competition to see who had the loudest hooter. The noise continued until after dawn had broken, when we finally got to sleep.

We would end by suggesting that the Federation puts its own house in order before telling others how to do it!
Alan and J. E. Meldrum,
London SE20.

. . . or was it quiet after all?

Having read Mr Cocker's letter about hooliganism on the BMF Rally site, and your original (and

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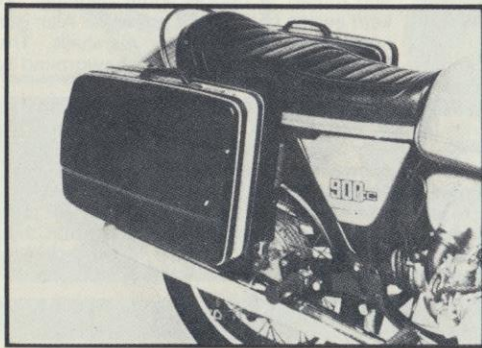
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Letters . . . Letters . . . Letters

correct) reply, I assumed that was the end of it. But having read your apology in the last issue I think it important that I have my say, as I suspect that I'm one of those accused of being hooligans.

I am not implying that I approve of the behaviour Mr C described, I'm saying that in this case it didn't exist, and I'm writing in the hope that others of his type, which I assume is 'the mature family man', do not take his word as gospel just because some of us are slightly hairier and more 'casually' dressed than others.

You will recall that a bonfire was provided (if not 'official', it should have been put out) and as was only to be expected a large number of people gathered around it after the bar had shut, although of course numbers dwindled as the night went on. I was one of the last to go to bed at about 4.30 am so I observed everything that took place. Mr C implies that people were riding up and down, shouting, kicking over rubbish bins, etc. Total nonsense.

As your marshal said in your original reply, there was no trouble. One person did in fact start his bike and ride it back to his tent in a rather over-enthusiastic manner; this is not excusable but is slightly different to what he is describing.

As for rubbish, I saw no bins kicked over, and your marshal is once again correct, as anybody could see the next morning—there was no undue rubbish except the inevitable debris from 200 people sleeping and eating on the site for 24 hours.

As for bad language—in the early part of the night (12.30 am) a few songs were sung and we played some tapes but certainly at no time was anybody shouting in the way Mr C describes. He may have been justifiably upset by one or two people close to his tent talking a bit too loudly, I don't know, but this is once again a bit different to the general accusation he makes.

Oh yes—has Mr Cocker ever BEEN to Silverstone and witnessed the riots there? If he had I think he wouldn't make such pathetically overblown comparisons. Silverstone; morons; hooligans; horror; throw them out; George Gale move over.

Two last points—if Mr C was so upset could he not have asked us to keep the noise down? Perhaps he was afraid (of what I don't know), so he could have asked the marshal to intervene on his behalf. He didn't. And what concerns me is the fact that you originally published information from the marshal agreeing with what I have said, now you have said that you were 'misinformed'. Are you implying that he was lying? He was certainly in the best position to know the truth of the matter—and he stayed up most of the night in deference to people like Mr C, to keep an eye on things, and I think he will tell you that his only request was that we should take care of the bonfire and be sensible—which we were. My congratulations to him and the others for good organisation and all the work, and my eyebrows raised at Mr Cocker,

who presumably didn't assist them but is very ready to complain about facilities, the company, etc. I bet he doesn't complain about the discounts he gets from BMF membership.

Kermit,
Tunbridge Wells, Kent.

P.S: I don't like pseudonyms but in the admittedly unlikely event of the BMF officials being as little in tune with the biking world as Mr Cocker I wouldn't like to find myself on a blacklist next year—I've supported the rally for seven years now and hope to continue doing so.

We publish both of the above letters to air both sides of the same story. 'Kermit' felt strongly enough about the issue to follow up his letter with a telephone call to underline his points, but his is the only letter we have received maintaining that nothing untoward happened on the campsite. Against that, Alan Meldrum's letter is only one of several along similar lines.

Clearly, both sides were present on the same campground and each is telling the story as he sees it. Obviously, everybody has different standards of what they see as acceptable behaviour, but the events described by Alan Meldrum would be indefensible in the early hours of the morning on any campsite. Much as I understand Kermit's enjoyment of late-night revelry, how do we make sure it doesn't intrude on the sleep of other motorcyclists after midnight? Perhaps the answer is two campsites, one for the revellers and one for the sleepers?—P.R.

Make riders respectable first

With reference to the letter by Nicky Heming in issue No 44: not only do I wholeheartedly agree with everything you have to say, Nicky, I'd also like to add to what you wrote.

I also belong to both the BMF and MAG because I believe, in principle, in what they both stand for. About the 'them and us' campaign, you'll always find one maggot in every barrel of apples and you seem to have pinpointed the maggot. Even Members of Parliament bicker in the Commons and they're the guys who decide the future for all of us.

Let's face it, it's not on, is it? We've got enough to worry about without fighting among ourselves. It's going to take an act of Parliament, to repeal the helmet law and, at the moment, all the demonstrations in the world aren't going to do any good until we're looked upon as respectable, upstanding, law-abiding citizens. We may as well lay siege to the Commons for all the good it'll do. Even so, even that'd add fuel to the fire.

Motorcycling is a pleasant pastime and a way of life for quite a few. In 13 years on the roads I've spent 10 years driving cars and three years riding

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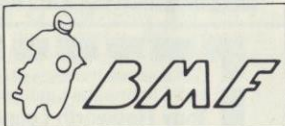
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Letters . . . Letters . . . Letters

Manchester. Where is the spirit of long-distance motorcycling in that? To ride purely to win an award is not only selfish but prevents those who have genuinely travelled a long way to attend the rally from collecting anything for their efforts. I regularly travel from Germany to the UK with my husband on our bikes (MZ 250 and Harley Davidson Sportster respectively), covering 360 miles each way. In fact last year only ferry times prevented us from attending the BMF Rally on my first trip to England after getting my bike a month earlier (having passed my test after only two weeks).

So how about a revision of the rules for 1980—when we will be back in the UK and hopefully in the Midlands area, with no chance of winning a long-distance award?

In his letter in MCR 43 Squadron Leader Peter Smith mentions the attempt to ban tinted visors and as a comparison quotes the use of sunglasses and sun visors in cars. Surely far more dangerous is the practice of fitting cars with tinted windows all round and venetian blinds in the rear. These cannot be changed for clear screens in the evening as can visors. Perhaps the BMF would like to point this out to BSI should the ban become operational.

Finally, I'm glad to see you opposing the apparently senseless proposed ban on right-hand sidecars. Surely the number of right-hand sidecars sold to permanent residents of the UK is minimal. The majority of purchasers are foreigners who come to England to buy the chairs and won't be around for very long. Mind you, I don't see how the ban can affect Continental tourers if, as you say, the ban is on the fitting of right-hand chairs in this country. After all, even though mono-wheel trailers are banned in the UK it doesn't stop Continental tourers using them on holiday in England.

Incidentally, my MZ now totes a left-hand sidecar which has been ridden continually on the Continent for the last seven months, and never have we experienced trouble with not being seen at night or during the day.

Sorry to make this such a long epistle but I feel very strongly about these points.

Gina Inman,
RAF Wildenrath, BFPO HQ.

The good news is that BMF members in British Forces Germany are eligible for the BMF insurance scheme—just remember to make your overseas status clear when applying for a quote. We hope this will prove to be a major benefit for enthusiasts posted to Germany, and will save a few of you from switching to four wheels! You would be doing everyone a big favour if you could spread the word among your friends and colleagues. All your other points are noted. How do other readers feel about the long-distance award system? Thanks for an interesting letter, Gina. —P.R.

United voice against bureaucracy

The other week I read in my local newspaper that one of our numerous Town/Borough Councils intended introducing a ban on the parking of caravans (touring) on private property. This was also to include boats.

I feel that all such legislation which adversely affects the freedom of the individual who is otherwise a law-abiding member of the community should be vigorously resisted. The compulsory helmet law still smarts. I therefore wrote to my MP, Michael Brotherton (Louth). He promptly wrote to the chief executive of the Council concerned, stating that he felt such legislation to be a 'gross intrusion into the liberty of the subject'.

If we of the BMF wish to lobby and speak with a mightier voice, why do we not approach such clubs as the Camping Club, Caravan Club, Royal Yachting Association, and so forth, suggesting an alliance. We could pool resources and assist each other when dealing with bureaucracy which seeks, for whatever purpose, to tread on so-called minority groups whose only crime is that they wish to pursue their harmless hobbies.

In addition to my motorcycling I enjoy fell-walking, canoeing, cycling, camping, and photography. I am a member of three motorcycle clubs and have been riding for 30 years. I do not feel there is any real annoyance caused to walkers by trail riders, or by cross-country pedal cyclists for that matter. I have found that the company, albeit fleeting, is very welcome, especially on some 40-mile walks. Except for the occasional tread mark, which is no more than that left by a Vibram-soled boot, there is little or no trace of their passing. The peace of the countryside is certainly not so rudely interrupted as by, say, shooting parties, or a tractor, or even by sheep farmers whose voices can be heard in the Yorkshire Dales for as much as three miles when rounding up their sheep.


Whatever one may feel about riding 'foreign', there is no doubt that today's machines have certainly made motorcycling respectable. I have seen open hostility from all sections of the public turn to acceptance and then friendliness in the last four years. I hope this continues. May the 'yob' image stay dead. I regularly ride a Matchless G80S.

Gerry Judd,
Immingham, Lincs.

The co-operation idea is interesting, Gerry. You'll be pleased to hear we are already working this way through the Byway and Bridleways Trust in the green roads area. —P.R.


The views published in *Motorcycle Rider* are those of its correspondents and not necessarily those of the Editor or of the British Motorcyclists Federation Ltd.

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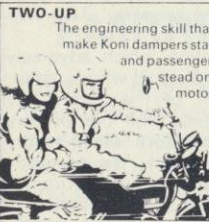
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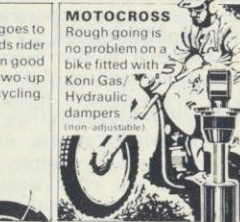
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MZ RIDERS IN THE NORTH

The first meeting of the MZ Riders Club (Northern Section) was held on 26 September and subsequent meetings will be held at The Butcher's Arms, Staincliffe Top, on the traffic lights on the A638 Halifax Road out of Dewsbury, West Yorkshire, at 7 pm.

Activities will include talks, rallies, runs and camping weekends. They are also trying to arrange a spares discount and tool hire service for members. All this is in full co-operation with the main MZRC.

Further information can be obtained from Josephine Adams on Cleckheaton 879722 or by writing to her at 6 Tennyson Place, Cleckheaton, Yorkshire BD19 3DJ.

GUZZI CLUB'S V-TWIN SUCCESS

The International Vee-Twin Rally goes from strength to strength. The first Rally held in 1977 was attended by between 120 and 150 people. Last year 300 attended and this, the third, attracted over 450 rallyists to make it the biggest and best yet.

Despite the rain almost 250 of the big V-twins braved the weather and lined up on the Concourse at Park Walk. The ebullient Town Crier, Stanley Mansfield, called the rallyists to order and Mr Arrow, the deputy Mayor, welcomed everyone back to Shaftesbury.

After a lot of deliberation Cliff Day's 'Day' special California outfit took the first prize, and Dennis and Joyce Wood's silver and green T3 came second. Sue Murison took third place with her Morini 3½. Mr Rowcliffe of Tiverton, Devon, won the Vintage prize with his AJS.

The procession through the town later attracted great attention and the local people reported that each year after this event their own motorcyclists always rode more carefully through the streets. With the full co-operation of the town's police, the roads were cleared of traffic as the bikes toured the town twice. In the evening the rallyists were entertained by the Rod Lowrie Band, a local group which released its first album in September.

Guzzi Club members took all three of the long-distance awards. Peter Horvath of Austria again took the overseas award, though this year it was contested by riders from Italy, Germany and Holland. Donald Robertson on his Le Mans tied with Andy Ferguson on his Ducati 900S for the UK award, and as both are members of the same club in Perth they agreed to share the prize which would later be displayed in the clubroom.

Denise Smith took the lady rider's award having travelled 200 miles on her V50 with her son on pillion. The raffle, with prizes ranging from the latest Moto Guzzi and Ducati riding jackets and Harley Davidson sweaters to gallons of oil and a tuning voucher raised enough money to enable the club to donate the proceeds to three local causes.

MOTORCYCLE RIDER 1979

The Leicester Phoenix Club's Motorcycle Rider 1979 Competition on 19 August attracted almost 100 entries from a wide area. Novice and expert riders had to cover 20 miles of an observed route before being tested on skill, judgment and roadcraft knowledge at Leicester Cattle Market.

Extra attractions for competitors and spectators were provided by the static display of local clubs and dealers. The Council Road Safety Section showed films including Mike Hailwood's legendary re-conquest of the Isle of Man in 1978. This drew spontaneous cheers from the audience, many of whom were wearing TT supporters T-shirts bearing the message 'Mike Hailwood can walk on water'.

The films were followed by the presentation of trophies and prizes by Mike Hailwood in person who attended the event to encourage the riders to pursue the highest riding standards.

Following the event, riders had the opportunity to see themselves as recorded on video while competing.

National Motorcycle Training Scheme instructors who acted as observers last year and this year



Mike Hailwood presents the team trophy to T. Wicks, S. Price and B. Sabin of the winning Phoenix Honda Riders in the Motorcycle Rider 1979 competition. IAM examiner Wally Bradshaw (right) and Phoenix Club chairman Terry Reynolds look on.

are of the opinion that riding standards have improved and this is confirmed by initial inspection of the results. Despite stricter marking, K. Kent—who won last year's event with a loss of only 25 points—improved his performance to a loss of only 19, yet was beaten into second place by M. Bazeley with 11 penalties. Phoenix Honda Riders took the Expert Team prize with Corby and Kettering MCC in second place.

The Leicester Phoenix Motor Cycle Club meets every Tuesday and Wednesday evening at the Cricketers, Grace Road, Leicester.

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I'D SOONER BE MOTORCYCLING

30 We now face two serious threats to trail riding. Two Parliamentary Bills are proposed that will close thousands of miles of popular lanes next year.

The first Bill is from our old friends The Ridgeway Conference and the Ramblers Association. It will be a Private Member's Bill sponsored by Michael McNair-Wilson MP (and supported by 10 other MPs) to close the Ridgeway and all other green lanes.

More serious, however, is a Government Bill called the Wildlife and Countryside Bill 1980 which we are told will go before Parliament in November. This will make *all Bridleways*, including all dual-status Bridleways/County Roads, *closed to motorcycles*. As 80% of lanes in Derbyshire, Yorkshire and the Lake District are in this category, trail riding and the TRF will decline rapidly. In addition, counties like Somerset, Nottinghamshire and most of North Wales plan to make 98% of RUPPs into bridleways.

Clearly the Ramblers and the National Parks—the main supporters of this Bill—aim to bring about their stated policy of banning green lanes to motorcycles. We must accept that the opposition is strong, with full-time staff, ample funds, and representation in Parliament. We have none of these advantages. The NFU, Country Landowners Association and many County Councils like Somerset are also hostile to trail riding.

What can be done? We feel certain that the Government will not allow the Ridgeway Bill in view of its own similar Bill, so we shall concentrate our efforts against the DoE Bill.

Our many letters in protest, including a request to repeal the Mason case, have been rejected. The ACU, BMF, TRF, Byway and Bridleways Trust, and Commons Society have all failed to get the more drastic measures dropped. I am now pinning my hopes on the Byways and Bridleways Trust which is soon to make personal representations to the Government. I represent trail riders on the Executive Committee of the Trust. Like the Ramblers, this Trust has influence in the corridors of power with MPs willing to represent its aims, which are to protect the rights of *all* green lane users.

BYWAYS AND BRIDLEWAYS TRUST. The BMF has donated £100 to the Trust, the TRF has given £250, and now the ACU is considering a £250 donation. In addition, the TRF is spending about £200 a year on my monthly trips to London to attend Trust meetings. I represent the TRF and others like the Welsh Trail Riders Association on a small committee.

THE GREEN LANE STUDY is now published at long last by the Countryside commission. It is 85 pages long and, as predicted, is a fair balanced report generally in favour of trail riding.

I quote: 'While conflict is real enough and can be fierce as in the High Peak of Derbyshire, nevertheless it has been exaggerated. Where it does occur it should be controlled by Traffic Orders on individual problem lanes. Wholesale banning of trail bikes is not justified'. The three study areas were Dorset, Devon, and Derbyshire. No evidence of any conflict was found in Devon or Dorset, although they found 119 ploughed lanes—a serious problem in the south-west.

Few of the walkers interviewed on lanes supported the Ramblers head office policy to ban all trail bikes. Indeed in Devon and Dorset there was support and sympathy from walkers and RA members for trail riders.

The Peak Park also wants to see all lanes closed to trail riders, although the survey found few users in favour of this drastic measure. It further says that compared with foot and horse, motorcycle use is insignificant. The report recommends changes in the law, although the new Government Bill rather overshadows these.

One interesting section of the report showed that on one popular lane in Derbyshire only five of 39 users interviewed were aware of the proper legal status, which was Unclassified County Road. Such is the confusion and complexity of the law that few users are aware of their rights and the report concludes that the law on green lanes is remarkably unsatisfactory. This confusion is a source of continual trouble for both Government and users, and new changes in the law will compound these problems.

I can supply a photocopy of this report for £4, or a condensed version of 15 pages for £1; please state which county interests you. Copies are *not* available from the Commission as this is only a draft consultation issue. It is hoped that they will be on sale next year.

This is the first real hard evidence in our favour. The allegation from the RA that we cause wide-scale conflict and should be banned has been firmly rejected by this independent report.

WALES. In Gwynedd, 600 RUPPs are reclassified as Bridleway, with only 20 Byways—disaster for this large part of Wales. In Powys, public enquiries go on until December. The WTRA needs help—contact Simon Cleeve, Kincoed, Usk, Gwent. About 200 RUPPs have been made Bridleways.

LAKELAND. Next summer will see Public Enquiries here. As David Howe and myself will be unable to spare two weeks off work and no one else is available, we have asked a local ACU-connected solicitor for his charges—£22 per hour plus VAT and travel. That's about £500/week! I have asked the ACU/BMF to pay half with the TRF to raise the £1,000 needed to save the Lakeland lanes like Garbourn and Gatesgarth. We

expect heavy opposition from the National Parks and other strong pressure groups. The County Council is reasonable but the Park has told us plainly that we are not welcome and it will oppose all Byways. It might be necessary to launch an appeal fund to save Lakeland.

TRAINING WEEKEND. This has picked up surprisingly well and we now have 12 pupils for the course in Castleton, Derbyshire, on 21-23 September. The ACU, BMF and TRF will subsidise attendance costs for each participant by £1 each.

S. YORKSHIRE. A cheeky farmer has bought a *public green lane* for £1,000 at Sykhouse, and plans to plough it and make it part of his field. Of course public rights cannot be bought and sold, and trail riders have used Brown Syke Lane for many years until the farmer obstructed it a few months ago. If the Council fails to restore this lane we will certainly have to go to court.

LAND PRICES. According to the Commons Society the difference in value between land with and without a public right of way is £44,000 per mile. With agricultural land up to £2,000 per acre you will begin to understand the profit motive in disputes on rights of way.

SOME USEFUL COMMON LAW. One or two persons can represent the public at Enquiries or in court. Ideally aim for six user witnesses, with a minimum of two years' use. A lane set out as Private Road under Enclosure Award can still become a public highway providing good user evidence is available. *Dawes v. Hawkins 1860*: 'Once a highway, always a highway'. No period of non-use or blockages can extinguish the public right. Remember green lanes (RUPP, County Road, or others) can only be closed under Section 108 before magistrates or by Traffic Order.

SUFFOLK. The special Review is underway with proper consultations. The Sudbury Club is very keen and working with the TRF as a team.

MANCHESTER SEMINAR. About 40 people attended the BMF Rights of Way seminar in Manchester on 2 September. I explained the serious threats contained in the two Parliamentary Bills and how best we might fight them. One way suggested by the B&B Trust and endorsed by myself and Mike Rowley (TRF and BMF solicitor) was a code of conduct. A concession from us might (via the Trust) be more likely to get concessions from the Government in its Bill. All five proposals were rejected by everyone there.

The two most important were to adopt a voluntary 25 mph speed limit on green lanes, and to try a voluntary restriction of use on lanes where

trail riders have caused conflict, rather than apply a traffic ban. The chorus of protest was not against the two Bills which aroused little response or feeling, but against the code of conduct!

The meeting was influenced by Peter Plummer, Geoff Diamond and Vernon Leigh who argued against any voluntary speed limit, and refused to make any concessions to the Government—despite the very serious threats to our entire future.

Naturally I was most disappointed, and my first reaction and that of Mike Rowley is to wonder if riders are irresponsible and worth representing. I asked the meeting how we were supposed to fight the Bills without any ammunition or any cards to play, but got no reply.

The meeting was critical of the ACU and BMF and its involvement in rights of way. It was even proposed that the TRF pull out of the BMF—a most ingratious slap in the face to the BMF, which had sponsored the meeting and paid £40 for the room.

I pointed out that the ACU and BMF had spent over £1,000 on RoW in the past year, and £2,000 on the Ridgeway Public Enquiry. It should be understood that on rights of way matters the ACU and BMF act jointly, and any move to get the BMF to act independently will be resisted.

I found it regrettable that this meeting became an opportunity for a few to re-open old wounds. I have worked hard to co-ordinate and achieve unity of ACU, BMF & TRF. It is not an easy job as a part-time voluntary worker to wear three caps at once, and now four with the B&B Trust. Those who seek to destroy this unity I regard as my enemies. Far too much time was spent in the middle '70s fighting among ourselves, and too little on actually opening up green lanes.

A further meeting is to be held in Bristol in December. I think there is a danger here of setting up yet another green lane body and personally I would rather see efforts directed through their own organisations. I agreed with one of the meeting's decisions that *all* trail riders should join the TRF. Only £3 a year! I was pleased to be able to publicise the B&B Trust.

PAPERS AVAILABLE to rights-of-way workers include: Statement to be read out at Public Enquiries; Short guide to the Law; Guide to Public Enquiries; Notes for County Councils and others re Special Reviews; Use evidence forms for Court and Public Enquiries. All are free of charge for genuine helpers. I remain to basically help and advise on any rights of way matter, and welcome your queries by letter or 'phone.

Brian G. Thompson, 39 Warren Road,
Thorne, Doncaster DN8 5PP, S. Yorks.

25,000-MILE TEST
(continued from page 14)

32 yoke, the headlamp brackets, and the rotting silencer, although the rider's half of the dualseat developed a small split at one of the fake stitches after 24,500 miles.

Most of all it felt and sounded less like a Universal Japanese Motorcycle than any of its contemporaries. It never leaked a drop of oil, except once from the O-ring on the revcounter drive which was quickly replaced, and it proved quite clearly that Japanese motorcycles can be used hard over quite high mileage without losing their renowned reliability.

Would I buy another? Most definitely, if only I could be assured that it would not be superseded almost immediately by a new model which would have dealers selling off the 'old' one at ridiculous prices that send resale values tumbling. That's a problem the trade still has to tackle. —P.R.

Copy for the next issue of *Motorcycle Rider* should reach the editor not later than 15 November 1979.

BMF REGIONAL REPS

South-East: Bruce Clark, 51 Sunningdale Road, Cheam, Surrey (01-644 7106). He is assisted by Jim Harris, 2 Windmill Cottage, April Cottages, Hurst Lane, Weald, Kent (073 277 359).

North and Scotland: Geoff Wilson, 4 Scaur Close, Lazonby, Penrith, Cumbria CA10 1BT (Lazonby 584).

East: Bob Osborn, 75 Knightscliffe Way, Northampton NN5 (0604 51866).

West Midlands: Jeff Stone, 22 Kingswood Close, Shirley, Solihull, West Midlands B90 3ET. (021 744 8235). Also Mid- and South Wales.

West: Dick Powell, Uplands, Down Lane, Braunton, Devon.

NE London and Essex: John Ross, 105 Salisbury Road, Barnet, Herts.

BMF ASSISTANT SECRETARY

By early 1980 the BMF wishes to appoint an ASSISTANT SECRETARY who, after a period of training, will be expected to succeed the present Secretary upon his retirement. The appointee must be a keen and experienced motorcyclist with a car licence and willing to travel.

He or she will be a self-starter, an able administrator and organiser with a good presence, and capable of negotiating with government and other officials. Experience in the preparation of reports and committee papers will be an advantage.

The post is a full-time one though hours are flexible. The BMF office will be situated at Hammersmith Broadway. The person the Federation seeks may have retired early or be looking for a new challenge as a career change. Salary, hours of work, holidays and fringe benefits are open to negotiation.

Detailed applications in writing should be sent to Bruce Preston, Chairman, BMF, 55 Albemarle Gardens, New Malden, Surrey KT3 5BB.

Additions and Amendments to the 1979-80 BMF Directory of Clubs

NEW MEMBER CLUBS

BATH MCC

Mrs J. Rainbow, Sunnyside, Broadway, Chilcompton, Nr. Bath.

FOX & HOUNDS MCC (Newbury)

P. Fawcett, 32 Howard Road, Newbury, Berks. Tel: Newbury 41386.

HUNTSMAN & ASSOCIATES MCC (E. Sussex)

F. Hayler, 37 Silverdale Road, Tunbridge Wells, Kent. Tel: Tunbridge Wells 25781.

NOMADS MCC (Hampshire)

A. Allen, 59 Clarence Road, Fleet, Aldershot, Hampshire. Tel: Fleet 24122.

SALOP INSTRUCTORS ASSOCIATION

J. Parker, 47 Highfields, Shrewsbury SY2 5PH. Tel: 0743 50098.

SAXONS MCC (Norwich)

Mrs S. Moore, 63 Winchester Way, Thetford, Norfolk.

SPLIT-LINKS MCC (Worksop)

J. B. Mudd, 63 Spring Walk, Worksop, Notts. S80 1XE. Tel: Worksop 5765

NEW CLUB SECRETARIES

ROUTE USE PRESERVATION SOCIETY

M. Whitelock, 3 Hawsworth Drive, Guiseley LS20 8PT. Tel: Guiseley 76338.

INTERNATIONAL M/C TOUR CLUB

B. J. Arthur, 10 York Lane, Langho, Blackburn. BB6 8DT.

Individual Membership section addresses

Individual Membership Secretary: Nigel Graves, 19 Farm Road, Hamstreet, Ashford, Kent. Telephone: Hamstreet 2194.

Social Secretary and Breakdown Scheme organiser: Doug Baker, 11 Wiltshire Way, Fairfield Park, Bath BA1 6NW. Telephone: Bath 317138.

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