

GROUPS

CHESHIRE

J. Johnson, Tel: 061 427 6963
2 & 4 Monday, *The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport*

DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, Tel: 0742 748688
2 & 4 Tuesday, *The Old Crown Inn, Handsworth Road, Sheffield*

EAST MIDLANDS

Graham Chinnery Tel: 0332 882602
2 Wednesday, *Three Horseshoes, Hemmington, Nr. M1 Junct. 24*

NORTH MIDLANDS

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

SHROPSHIRE

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

WEST ANGLIA

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

WEST MIDLANDS

Dennis Hayter, Tel: 0527 23550
1 & 3 Thursday, *Wilmcote Mens Club, Wilmcote Nr. Stratford on Avon*

WEST YORKSHIRE

Charles King, Tel: 0484 686383
1 & 3 Monday, *Frizinghall Con. Club, Lynthorn Road, Frizinghall, Bradford*

WYVERN

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

CUMBRIA

Roger Harris, Tel: 0539 725196
2nd Wednesday, every month, *Albert Hotel, Bowness on Windermere*

LANCASHIRE

Keith Westley, Tel: 0704 893215
1st Tuesday, *Hindshead Pub on A49, Charnock Richard*

NORTHUMBERLAND

Dave Vaughan, Tel: 091 529 3202
3rd Tuesday, *Ryton Rugby Club, Ryton*

TEESIDE & NORTH YORKS

Leo Crone, Tel: 0325 380117
1st & 3rd Wednesday, *Station Hotel, Stokesley*

CAMBRIDGE

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

NORFOLK & SUFFOLK

To be Advised

LINCOLNSHIRE

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

HODDON VALE

Don Lewis, Tel: 0252 616359
2nd Thursday, *The Lamb, Theale, Berkshire*

SOUTHERN

Pete Wildsmith, Tel: 0703 617582

3rd Wednesday, *The Priory Inn, Bishops Waltham, Hampshire*

HERTFORDSHIRE

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

KENT

Nick Moon, Tel: 0322 862855
2nd Tuesday, *Pied Bull, Farningham, Nr. Brands Hatch*

ESSEX

Neil Gamble, Tel: 0245 461643
4th Tuesday, *The White Bear, Stanford Rivers, Nr. Ongar*

SOUTH LONDON & SURREY

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

SUSSEX

Bevis Billingham, Tel: 0243 585128
Last Thursday of every month, *Selsey Arms, Coolham, junction A272, B2193*

THAMES VALLEY

Bob Williams, Tel: 0990 24958
3rd Monday, *District Arms, Woodthorpe Road, Ashford, Middlesex*

BRISTOL

Richard Tallon, Tel: 0249 715426
2nd Monday, *Tennis Court Inn, Deanery Road (A420), Kingswood*

CORNWALL

Roger Fogg, Tel: 0726 67198
3rd Tuesday, *London Inn, Summercourt (A30)*

DEVON

Martin Cooper, Tel: 0752 337491
2nd Tuesday, *The Welcome Stranger, Bickington, Nr. Newton Abbott*

DORSET

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

GLOUCESTER

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

SOMERSET

Nick Crocker, Tel: 093589 261
Last Thursday, *The Globe Inn, Somerton*

WILTSHIRE

Bill Riley, Tel: 02216 3811
1st Tuesday, *The Toll House, Holt, Trowbridge*

NORTH WALES

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

WEST WALES

G. Jones, 0239 810255
Meetings to be arranged

EAST SCOTLAND

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



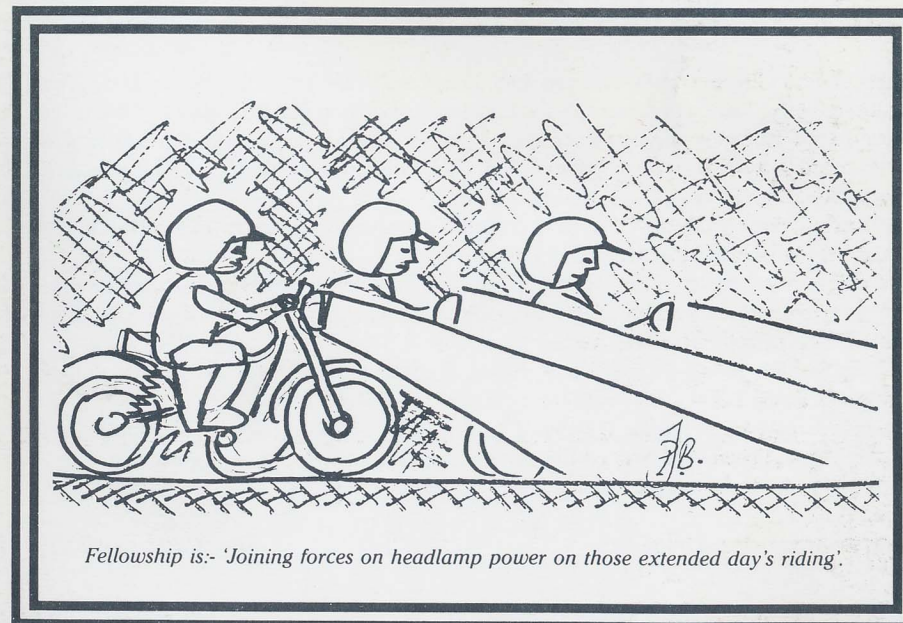
TRAIL

JAN. 1991

No. 150

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

EDITOR: Mike "Nettlebed" Pedley.



Fellowship is:- 'Joining forces on headlamp power on those extended day's riding'.

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Try to make it interesting!

All contributions to the Editor

Saturday 24th November 1990 at the Amateur Motor Cycle Association

Chairman Dave Giles opened the meeting at 11.00am with apologies for absence. The minutes of the previous meeting were accepted. The chairman was to meet the Secretary General of the Auto-Cycle Union early in the new Year. There were choices for a permanent TRF address which needed consideration.

Secretary Ian Thompson presented an Information Pack of materials suitable for a variety of target populations - prospective members, new members, other environment groups, county councillors. It was agreed to produce copies of the pack for distribution. All group reps had received preliminary copies of the information pack.

It was agreed that a brief report of Executive meetings and the AGM would be published in the Bulletin. Full copies were with group reps, and available from the secretary if an SAE was sent to him.

Rights of Way Officer Tim Stevens reported on matters in Devon, Wiltshire, the Isle of Wight and Cambridgeshire. The Lane Access and Recreation Association (LARA) were to discuss the Sports Council's project on Countryside Recreation at their meeting in January. LARA was to meet Bryan Gould to discuss Labour Party policy. The TRF Green Lane Survey was a success. All TRF groups should survey their area in 10 km squares.

Membership Secretary Peter Clark gave the latest membership figure as 1430. Even in November he had already received 150 renewals for 1991.

Public Relations Officer Gwyn Thomas urged local involvement at every possible forum. He had been actively involved with the Daily Telegraph, Avon and Somerset County Councils, South-West Sports Council and the National Trust.

On behalf of the editor, Peter Ballard offered to continue publishing the Bulletin until the next AGM in October, unless a new team came forward to take over in February.

A sample display board for use at shows, libraries, etc. would be available for comment at the next meeting. We had been very busy putting our message across at shows during the year.

Alan Kind had offered to produce a quarterly magazine for the TRF. It was agreed to find out more about his offer.

The meeting closed at 5.40pm.

Date Received 07/01/91 - Ed

TRF OFFICERS

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Editor: Mike Pedley, Nettlebed, Newsholme, Gisburn, Nr. Clitheroe BB7 4JF Tel: 0200 445657

When Trail Riding was 'invented' in the early seventies the prospect of the intrusion of motorcycles into the countryside was, no doubt, a shocking affront to the Rambler of the day for, up to that time, only the odd horserider or farm tractor would dare to disturb his peaceful stroll.

The last five years in particular have seen an unprecedented growth in the use of the countryside by other than the aforementioned which, by weight of numbers, could well 'shrink' the Trail Rider almost into insignificance! No? Well read on....

The other Sunday a group of us were enjoying the splendour of the Yorkshire Dales when suddenly a number of scantily clad (given the weather), breathless individuals began to cross our path, scurrying in all directions like frightened rabbits! On arrival at Malham our curiosity was sated - a large hand written sign apologetically informed us that an orienteering event was in progress with over 2000 (yes, two thousand) competitors taking part! (There were ten of us and we had deliberated splitting into two groups). Good luck to them - I hope they had a good day, they certainly eliminated our tyre tracks!

Then there are the mountain bikes. Whilst thumbing through a copy of 'Mountain Biker' in W.H. Smiths, I read of a club which was so popular it had to disband - uncontrollable numbers had been turning up for Sunday rides! On the whole, however, I have found them to be an amiable (if knackered) lot! They are eager to discuss rights of way and peep enviously at our marked up maps. They have a penchant for the fluorescent and their narrow tyres often mark deeper than ours. On downhill descents they are frequently out of control and their 'Rambler Image' is, no doubt, little better than ours!

This editorial would not be complete without mention of the 4Wd's, but in several years trail riding and inspite of adverts for 'Yorkshire Dales Safaris' etc., I have yet to encounter a group of these notorious mud pluggers. They must of course exist, but not it seems to any great extent in the North West. From the fuss they created a couple of years ago when we agreed to 'distance ourselves' from them they obviously operate in force in other parts of the country, but here we only encounter the odd farmer plus of course those massive tractors which, in reality, cause most of the green lane damage.

Can there be more? How about this : I rose at my usual 7.00am the other Sunday in readiness for a days trail riding and flicked on Radio 4 - the Farming Programme (usually dead boring, but I can't stand pop music at that hour). This particular weeks farmer was a chap now residing in the Cheviots in Northumbria. He was a sheep farmer with a strong interest in hunting and wrote for several 'country' magazines and the odd national daily on the subject, and although I am anti-bloodsports he seemed a thoroughly decent sort of chap. After the usual boring chit-chat about sheep he introduced us to Rupert. Not his prized ram it turned out, but a Yamaha Quad! "What's this used for" asked the interviewer, "Everything - feeding the sheep, general knocking about and hunting". "Hunting" exclaimed the surprised interviewer, "Yes about a dozen of us have them now, its great fun, we get about 70 miles on a tank full". Can you image that lot in full flight streaking after some poor fox and running headlong into the local rambler's Sunday outing? Northumberland group get out your hunting pink Barbour's and find this guy - he sounds like a great run leader!

HAPPY NEW YEAR

NETTLEBED

Letters

Dear Sir

I was surprised to read in the minutes of AGM, news officially of the proposed Ridgeway Traffic Regulation Order. As a neighbour, user and previous objector, I would have thought news such as this should have been circulated by the TRF to its relevant members.

Generally I feel more information from the Hierarchy should be forthcoming, plus more info in the bulletin e.g. why was the South Down Way fight ended (I am not saying it shouldn't have been). Ramblers association V Kent County Council decision. Devon County Councils County Road situation and Powys decision concerning competition on bridleways and footpaths. It would be nice if all issues such as these could be explained clearly for all members to understand.

Now I have got that off my chest I will move on to what is happening down here in Hampshire, particularly as what I am about to report MIGHT have serious ramifications for the future, I bet I've got your attention now haven't I!

Many of you will be aware that H.C.C. has been for the last few years, in the process of reclassifying roads used as public paths (Rupps) to Byway, open to all traffic (Boats) and so far the vast majority have been made boats, some lanes will have selective traffic regulation orders on them allowing motorcycles but banning cars, a good result for us but regrettably the nature of these lanes could change becoming little more than look alike footpaths, narrow overgrown but vehicular of course.

While on the subject of TRO's it is H.C.C. policy when confirming Rupps to Boats that Traffic Management is considered at the same time, in most cases it is not recommended and on others a wait and see policy is adopted. I believe lots of TRO's is not probable because of the cost factor, £10,000 a time!

There was a public inquiry a while ago for six lanes North of Petersfield, a particularly good riding area, the result being that these lanes were saved, personally a very pleasing outcome as I was heavily involved in supplying witness's to support the Council's claim for byways. Among the witness's was Ralph Venables, TMX scribe and former Ariel Works Rider Phil Mellor.

I have represented the TRF at H.C.C. committee meetings and site meetings, to good effect I believe and up to now everything has gone reasonably smoothly. HOWEVER that could change in the future because of a forthcoming court case which could, depending on the outcome have a drastic effect for the whole country.

H.C.C. is to be taken to the High Court by three Parish Councils I believe, and this case is six months away at least.

As you will know under the Countryside Act the Council by law, are supposed to ignore amenity objections and only take into account historical and use evidence when reclassifying Rupps. The reason H.C.C. are being taken to court is that the objectors believe that their amenity objections should be considered also. The council have taken advice from the D.O.E. regarding these "invalid" objections and H.C.C. believe they are right and will win but if they don't what then?

Despite many peoples worries at the Winchester conference the reclassification of Rupp's under the present countryside act can work well. If the evidence is there Rupps become Boats. The TRO is the vehicle (sorry about pun) for amenity objections and not during the reclassification procedures. So far the fears of the locals, believing that an increase in traffic will result because of Byway status has proved groundless, it is their protestations that only serve to advertise the existence of these lanes and the possible increase in use.

Peter Wildsmith, Southern Group

Letters

Dear Sir

Would any fellow members know a reputable firm, or person who is capable of overhauling the Pro-link shock of my 1982 XR 200 R-C.

After many phone calls I can find no-one who will do this job for a reasonable price. I don't expect it done for nothing, but, more than a weeks wages for an overhaul seems a bit steep! Especially in the present climate, (wife, mortgage and a bike to support)!

Please if anybody can help, write to me with any details.

It is a "Showa Unit" (pun intended) with hose and Nitrogen reservoir. Thank You.

MARK D. GREGORY, Flat 6 Langthorne, Witbank Gardens, Shanklin, Isle of Wight, PO37 7JE

Dear Sir

I am writing in response to your editorial, published in the Trail Riders Fellowship monthly newsbulletin. I feel you have missed the point of the Moorwatch Operation.

Sadly, as no doubt you are aware, there are those individuals who choose to break the law and drive or ride on parts of the pennine Way and open moor reserved only for private use, or persons on foot. Unlike the T.R.F. who go to great pains to ensure they stay on old lanes with vehicular rights, these individuals, through ignorance or otherwise, take no such precautions and as a result, damage or nuisance is caused to the moorland.

When Mr. Duncan Thompson says in his letter, "....a few people enjoying themselves in the great outdoors". Do the T.R.F. endorse the making of a motocross circuit off the Pennine Way or the driving of unregistered 'sports' vehicles on the old coach road at Standage cutting? I hope not.

I am aware that some of your members have complained about 'illegal' motor vehicles being ridden irresponsibly on their favourite green lanes, Chapel Gate in Derbyshire to name but one example.

The television programme to which you objected was designed to act as a deterrent by showing the antics of two such 'irresponsible riders' (as I have often witnessed) and later, those two riders being caught by two uniformed Police trails riders. A section of moorland was authorised by the local authority for the purpose of filming the programme, this area being earmarked for future ground work, so no permanent damage was caused.

I fully accept that such a programme, highlighting the illegal side of off-road driving and the efforts of the Police to combat it, does nothing to enhance your public image, but the criminal aspects remain a reality which cannot be ignored by the police.

Superintendent Barry Owen - Greater Manchester Police

NOTE: The two such 'irresponsible riders' were none the less policemen purporting to portray 'hooligans'. Ed.

Dear Sir

I read that Alan Kind is producing something on TRF horse activities, would you please remind him at the next exec. that there are two organisers for these, one north of Birmingham and myself to the south. Both of us share common methods, for the seven years we've been doing it.

All the best for the new year, my new years resolution is to force our apathetic local group to put something in the Mag.!!

Colin Patient, Loddon Vale Group

Christmas and the last days of the old year are traditionally used by many to reflect on the year past; add up the pro's and con's, evaluate lessons learnt, and plan for the year to come; so let me be traditional:

1990: No-one should be unaware of the genuinely tremendous effort that has been put in by each of the three groups who have produced our Newsletter/Bulletin each month throughout the year, 'THANK-YOU' Bristol, London and Lancashire. This has been a real service to the TRF because it is essential that each one of us is aware of what is happening in the threatening and fast changing world associated with our sport so that we can contribute to its survival.

Just how fast the Fellowship can act and how long we can hang in there when the going gets tough was shown through our participation on the South Downs Way, where we were in the thick of the LARA action. The guts of those involved won the admiration of a lot of people, not least influential people like the Byways and Bridleways Trust.

Winning friends and influencing people is the name of the game and Groups up and down the Country have certainly been doing this through their support of horse events this year; we even had BHS members at our TRF Seminar! As many of you are discovering involvement in Horse Enduros can be great fun as well as a service and opens up whole new areas to ride our bikes in. Reflect on this while...

Enjoying; riding our bikes; the beauty of the countryside; the comradeship and laughter of friends, is what its all about. I've had an excellent year for quality; Snowdonia National Park, Mid Wales, Wye Valley, Wiltshire, North and South Yorkshire, and of course my current stamping ground in the Midlands which includes the Peak Park. In every case due to the generosity of fellow riders, or my own endeavors, I have covered new ground. its still out there to be discovered! But will we be riding in the National parks next year or the year after? Answer: not if the council for National Parks have their way, or alternatively a cautions 'Maybe' if we - and that means you - act appropriately...

One significant appropriate step was taken this year by all those who contributed to our National Survey of Green Roads. Based on the model provided by the Countryside Commission for their survey of footpaths and bridleways, TRF members surveyed the Green Roads in 32 randomly selected areas throughout England and Wales. This covered 3200 square kilometers and came up with some very interesting results, the most interesting of which for us was that there are more interesting green roads out there than we realised. That must tell us something...

Conferences: Two stand out in my mind this year; our own April weekend workshop in Derby which was memorable for the excellence of the speakers and that, at our invitation, cyclists and hose riders joined us. And the October sports Council 'Motor Sport in the countryside' at Grantham which indicated that we might gain some help and support from the Sports Council if we play our cards right. For the most part Authorities are looking for answers to their problems, not more problems, so its up to us to impress upon them how much more difficult, or easy, we could make their lives. Consider what you could do in this matter...

Presenting ourselves and our case is crucial so a big 'THANK YOU' to all those who have represented us this year at; Negotiations; Council Meetings; Public Enquiries; Conferences; and a multiplicity of Shows from the Country Fayre to the Dirt Bike Show. The word is that our presentation of ourselves on these occasions is constantly improving. We now have a new TRF Information Pack, could you effectively use it...

I cannot and should not conclude a review of the year without reference to the hard work put in, on behalf of all the TRF membership, by those who attend our Executive Meetings. This year we have met more frequently, backed more initiatives, taken more calculated risks, spent more money than

before. I think it has paid off. But this is a democratic organisation, what do you think, and how could you contribute in 1991...?

1991: Welcome to the New Year and all members old and new, lets make it a prosperous one. To make that come true this is what I think we have got to do.

1. Ensure that the membership remains aware that being in the TRF means more than just riding, we are about ensuring that we and others in the future can continue to ride Green Roads. You might not have thought of it this way before but we are in the HERITAGE business, and we will only survive if we are business like and DO something.
2. Extend our influence and reputation. This we do by continuing to support events like the Horse Enduros where we ride permitted routes. In this way we may avert attempts to change the law regarding TROs on Green Roads, and/or provide a safety-net for future access.
3. Work hard on research, maintenance and prudent riding in the Parks if we want to keep them open to us. Everyone who rides in a National Park should find a way to contribute to this cause.
4. Expand our ROW survey to cover every 'home map' for every Group in the country, diligently 10 x 10 kilometer square, and report back to the Executive meetings what you find. We have got to become the EXPERTS on Green Roads in the Countryside.
5. Encourage the 50% of our membership that doesn't belong to a Group to participate in these goals.

Achieve the above and we will have moved a long way towards making 1991 a memorable year. See you - map in hand - on the Trail.

Dave Giles, *National Chairman.*

The Bristol Group as part of its effort to promote the T.R.F, has had the T.R.F.'s motif as depicted on the magazine cover reproduced for embroidering.

This new EMBROIDERED Logo can now be obtained on the following top quality items:-

ITEMS	PRICES
Sweatshirts	£14.00
Polo Shirts (3 Button Short Sleeve)	£14.00
Tee shirts	£ 8.50

Prices include VAT and Postage

SIZES	COLOURS
L 36" - 38" Approx	Green, Royal
XL 40" - 42"	Blue, Red,
XXL 44" - +	Maroon, Black

It may be possible to have your group name embroidered at no extra cost.

All profits will go into T.R.F. funds

V-neck pullovers in various mix's of wool can also be supplied, and if enough interest is shown we may be able to get 'blazer type' sew on badges made at approx £4 to £5 each.

Cheques should be made payable to T.R.F. and sent together with order stating item, quantity, size and colour to:-
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Corsham, Wilts SN13 9LP



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ROAD TESTS & REFLECTIONS

DT175MX - my first trail bike. Back in '79 it was state of the art. Mono-cross suspension, latest technology front forks, passable electric drum brakes all round and a good range of power if the engine was kept in top condition. On the trail it's light and responsive though compared to modern trail bikes ground clearance is limited. The brakes once wet do take a little drying out but have lots of bite, when working. The range can be a let down, 70 miles of medium pace trail can have you looking for petrol while hard riding brings it into the 50's. Once things start to shake, rattle and roll on the DT it can seem like a never ending cycle of repairs. The rear swinging arm needs regular maintenance to avoid the spindle seizing in the frame. While the small and big ends when nearing tolerance limits get noisy. Regular hard use eats rings and leaving it too long can result in a noticeable loss of power. For touring you need a larger petrol tank as fully loaded stopping every 80 miles gets to be a real bore. Having said that it hardly let me down at all when I toured Scandinavia on it.

XR200 pro-link. A very popular dual-purpose machine. Dual purpose in that a lot of owners trail and enduro the machine. Bags of suspension front and back made all but the hardest of lanes a lot easier. The 198cc engine produced a surprising amount of torque (something the DR200 lacks) while it could also sing along when revved. While running the like in I managed to achieve 120mpg but regular (i.e. faster than 40 mph) use still gave 70mpg. As a trail bike it had few faults, the electrics were perhaps its achilles, the headlamp was barely a flicker which made night riding exciting. Imported as an enduro bike it was up to the first owner to register it for the road. Legally a metal tank should have been fitted though mine had plastic for its entire life.

I did tour the XR once from Darlington to Plymouth thence to Santander, Spain, a 10 day tour around north central Spain and Portugal, then home. The machine performed well cruising along at a steady 60mph and I was glad to get off every 120 miles because the standard seat was a plank.

After long and hard use the kick start cog shattered taking about 3 other cogs with it. This performance was repeated about 4 times before I sold it as a box of bits. One way to ensure long engine life is to keep an eye on the engine oil level and change about every 500 miles.

CZ175 TRAIL. Trail bike is a generous description of the CZ. Essentially higher mud guards and high rise exhaust is all that separated the trail from road bike version. Robust is a word which springs to mind, slow is another while heavy is always in the back of the mind when guiding the brute up one of the many rocky climbs in North Yorkshire. Electrics were basic and dim. Suspension minimal, handling was a major consideration when 40mph was approached and brakes needed constant attention. Good points, easy to start, easy to maintain.

KAWASAKI KL250. I find it hard to be positive about this bike. I rode it off-road once and found it underpowered, lacking in ground clearance and uncomfortable.

HONDA XL250R. A good solid bike, it had the latest pro-link suspension which was never really tested by the engine, which got me everywhere I needed but not in a manner to excite. On rocky going it chugged along but was a real handful in boggy conditions, where it lacked low down torque necessary to pull it through Yorkshires deepest. I had little problem with the engine and know of examples going 30-40,000 with little more than oil, plugs and filters changed. 12 volt electrics and a wide firm seat meant road use was not as much of a bind as most other bikes.

SUZUKI SP400. For trail use I've found myself increasingly drawn to large single cylinder four strokes. The model I own is essentially a DR400 with SP370 livery. The bike was bought with the original shockers which prevented the tyre touching the mud guard when I sat on it but little else, replacements are being sought. I find large four strokes conclusive to a restrained, relaxing pace plus the reserves of power on top allow one to relax, enjoy the scenery and let the bike get on with it. The SP is a little lacking in ground clearance but its no great problem. The drum brakes front and back complement the modest (by 1990 standards) performance. Things to watch out for include spokes loosening, bolts vibrating loose and the electrical system. Big plus is the seat, without doubt one of the most comfortable I've sat on. The slim fuel tank gives a range of 85 plus miles.

KDX 200C3. As an enduro bike for the average clubmen (L.C. takes a bow) it's excellent, plenty of power with sufficient torque to manage the occasional wrong gear in the wrong place, but it's happiest at full chat, throttle open brains out, it fly's. Its for this and other reasons I very rarely use the KDX on the trail. Its very nature encourages quick aggressive riding and with suspension able to take all I can give it lanes are not much of an adventure. While on the road it always sounds strained at constant speeds above 45/50mph. A big plus is the large fuel tank 80-90 miles is possible with a restrained right hand. The seat is modeled on oak, (it certainly feels that way after 20 minutes) while the headlamp conforms to the letter but not the spirit of the law, some of the older members have started using KDX's to compensate for old tired limbs, and it performs admirably.

XT 600. This is my current mount. I enjoy the torque and power the XT produces throughout the rev-range. The model I have is 8 years old and is my second XT. One of the bad points about the XT is its a prime target for the bike thief. My XT is kick-start only and its an acquired art starting the beast, but if its been standing for a while it might start up 2nd or 22nd kick. off-road it must be treated with respect because if things start getting hairy its a big lump to control. Tyre choice is critical although I use a trials rear the front is a moto cross. I did try a T61 but found it unable to cope with mud, wet grass and bogs where it continually washed away at anything over 15mph. With 12 volt electrics it has the best headlamp I've encountered on a trail bike making night riding safe and almost enjoyable if it were not for the seat. The Japanese seem unable to design a modern trail bike you can sit on for an hour in comfort. I've toured abroad twice on XT 600's and endured hours of numb bum thanks to soft seat padding. Fully loaded up the XT is quite happy at 70mph where it returned between 45-50mpg. The small 2.2 gallon fuel tank is a godsend on the trail where it keeps the weight and width of the bike down but does limit the range when touring to 100 miles. For my last trip to Egypt I had a 6 1/2 gallon tank built which can, at moderate speeds, give me a range of 450 plus miles.

Things to watch out for - wheel bearings can last as little as 800-1000 miles depending on how often they are sunk in a bog. Spokes tend to work loose as well as various nuts and bolts. At the moment I have a problem with the head gasket and may have to strip the top end down but it's such a mechanically simple engine that its not as big a job as one might think. My first XT also had an altitude problem. Anything over 6,000 feet and it would not pull over 3 1/2 thousand revs. Having said all that I find it a very rewarding bike to ride. Off road the suspension handles all I can give it while the road sections are not the bind they can be on some trail bikes, the easy nature of the engine makes for a civilised day out.

DR 200 D.C. - 1 years ownership. Price in my eyes was excellent, mine was £1770 but had to get it taxed my self, no problem with a certificate of newness. Having collected the bike from a dealer 30 miles away, first impression was lack of speedo and proper electrics, a friend fitted a speedo, and brake light with high and low front lights. But the coil is only 6 volt and does not produce enough power, granted more coils can be added and upgraded but as a standard system it is pathetic. First time out I found it just right for me, very easy to start, excellent petrol tank will give a range of easily 160-200 miles. Good strong disc brake, O-ring 520 chain, standard 18 inch rear wheel, 21 inch front and very very quiet. The colour scheme does not appeal to me so I altered mine with MXA yellow seat and a yellow tank cover with blue DR 200, blue lettering and took the silly transfers off the side panels, now christened the "flying banana" by big brother. Usable original parts on the bike from Suzuki do not last long, front brake pads lasted 900 miles but I replaced these with Dunlopads which are excellent and the rear shoes lasted 2800 miles, E.B.C. now in place. Front and rear wheel bearings are open ones and as soon as the bike hits the rough, seize up, they lasted 800 miles. I also found the bike has what I would describe as "Joke Spikes" in the rear wheel, they need to be checked everytime after a day out, and I had one snap last time out, but it was easily replaced. On the road there is no power, maximum speed is about 65-70 mph and against a wind and uphill, patience is the answer and use of the gearbox (very smooth). Off road I find it very light (goes across Dandra Garth great) goes through water no bother as well and the brakes are not effected.

All round a nice bike, I would recommend it as long as power is not important.

Leo & David Crone, Co. Durham

R.o.W. News

One of the details of modern life with which we all come into contact is publicity material. It comes in many forms, and is so common that we can almost overlook it in the bustle of our daily messing about. Almost, but not quite, you must realise, because millions of pounds are spent on it in order to influence your thinking and mine, and if all this work was unnoticed they wouldn't bother. To make sure it works they don't just spend money on it, they have it checked and double checked before the cameras click, and before the presses roll. To summarise, then, it is very expensive, thoroughly examined, and intended to make you think differently; all the more surprising then when fundamental mistakes are made...

Two examples of this sort of error have recently been launched on the trail riding front. Neither of them was aimed directly at the confirmed green lanes enthusiast, you understand. There are too few of us, and we are, I suspect, too hardened in our attitudes. No, it is not us whom they intend to influence, but others, as you will see.

Example one comes from a major motorcycle manufacturer, whom I will not name. They deserve nothing but our scorn. Their flash UK documentation for 1991 has been sent to all their dealers up and down the land; I got my copy from the NEC motorcycle show. Turn to the section on trail bikes and this is what you read:

"Ever spotted a dirt path and wondered where it led? Or seen a mountain peak and pondered how to get there? ***** lightweight, all-terrain machines can take you there and beyond..."

The hell they can! Remember, this has been checked at the highest level by the makers and their concessionaires, and is intended to change someone's mind. Whose, do you think? How about the innocent young learner, looking for something a bit more exciting than his moped?

"How wonderful, a motorbike that will take me absolutely anywhere, even to the tops of all those mountains in the Lake District. Hey, lads, let's get one of these each and I'll race you to the top of Coniston Old Man!"

As if we haven't got enough problems from outside the business; it is very distressing that up and down the corridors of power in the industry there is no-one who thought there was anything wrong with the idea of encouraging the very activity which causes us most problems!

Example two comes from a body whose job is to spend public money, rather than the profit from 'bike sales. The Countryside Commission is the Quango which authorises Long-Distance Paths, and National Trails, or whatever they are called this week. Their latest venture is a Pennine Bridleway, linking Derbyshire and Northumberland, intended for horseriders and mountain bicyclists who need a long route which won't involve the normal problems of locked gates and blocked lanes. Wonderful idea, I thought, because it will give those other riders somewhere to go away from the routes we use, and because it is a welcome change from the over-emphasis on walkers which is currently infecting the access industry. It might even lead, after another hundred years or so, to the establishment of a green route for, dare I say it, vehicles. Now the proposals are out and it looks as though the Countryside Commission are as beset by ignorance and disregard for our rights as they ever were. Let me quote just one example:

Shay Lane is an unclassified road about three miles east of Burnley. About three years ago the Lancs TRF cleared out undergrowth and some quite large trees, remade a blocked gateway so it would be opened, and sorted a barbed wire fence so that it wouldn't cut the head off every passer-by. Since then we have been trying to get the council to allow us to make a more proper job of the river crossing, so that it would be easier for walkers and horseriders as well as the less skilful trailrider. All was going, very, slowly, like these things do, until the Pennine Bridleway loomed into view. The council said "They might want to use this bit as part of their route, so let's wait until we see if they will pay for improvements, instead of the TRF doing it with our help." So we waited.

Now the proposals are out, and shay Lane is included, but the report says that it is not usable by vehicles, that only a few motorbikes have used it recently, and that it is recommended to take away vehicular rights on this road. Wonderful, don't you agree? We discover a green lane usable by absolutely no-one (except perhaps on their hands and knees and wearing chain mail) and we open it up. Along comes the Countryside Commission and without even asking us they want to take over the road and turf us out. Of course this is only one example, one mile out of two hundred or so, but it is not the only case where they are proposing that our rights should be removed. Not the only case at all.

Why didn't we notice that this was going on, you might ask. The answer is that we rely on spenders of public money to follow the rules of Natural Justice. This is a legal concept, a code of conduct for fairness when dealing with the rights of others. The chief rules are to act fairly, in good faith, without bias, to give each party the opportunity of adequately stating his case, and not hearing one side behind the back of the other. Have any of these rules been followed in this case? No motoring body was consulted in the preparation of the proposals, not even the Prescribed Organisation designated by Parliament to receive notices of changes to rights of way (the A-CU).

Remember the bit about thorough checking? The Countryside Commission will have checked the proposals, with their well known sensitivity to the needs of motorcyclists, but who else? Of course, the horse societies were consulted, and the cyclists, and the walkers, and the campers, and none of them seems to have raised an eyebrow at this proposal to remove the rights of another group of countryside users, of fellow sportsmen. You might like to ponder why this might be. Perhaps they were so pleased that they might be getting something good out of the deal that they simply overlooked any possibility that their increased access would be at the expense of someone else's rights. Perhaps they did notice, and just didn't care; after all what do bikers ever do for them? And perhaps some of them did notice, and did care, and did all they could to encourage it, because the last time they climbed a footpath on a mountain peak they had to dive out of the way of a young lad on a *****?

Tim Stevens

Proposed TRO's

DEVON

2 TRO's Near Ermington -

Lane 1 Ref 189 Cole Lane

Lane 2 Ref 203 Waye Lane

All objections to

Mr W.A. Birkenshaw, County Solicitor

By 28th January

Devon County Council, County hall, Exeter, Devon

Devon County Council have applied for section 116 stopping-up order. This application was subsequently dropped due to strong opposition.



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Bristol Dirt Bike Show

TRF Stand

Observations made at the National Conference on Motorised Sports in the Countryside organised in association with the Sports Council and the Countryside Commission, held in Grantham on 2nd October were to be used as a base for starting a south west region TRF exhibition.

These observations were that although many local councils and highway departments and others involved directly with Rights of Way work know the TRF are a well informed, even respected organisation. Many important decision making bodies such as the countryside commission, Sports Council. Even the ACU have no idea of the amount of talent, knowledge and experience that we have in our midst.

Neither do they fully understand what we do, or what we want to do, or appreciate the tremendous amounts of work we have done and are still doing to protect the RoW networks.

But it's not their fault! In the past we have never promoted ourselves!

The Bristol group decided to attempt to change that (with a little help from some friends.)

We decided to build up a number of flexible packages of TRF exhibition material to suit different situations.

The common aim of each of these should be to promote the TRF positively and to educate people both within and outside of the fellowship about our true aims and achievements.

This should help to recruit the type of members we need to go forward into the 90's and show all others that we are responsible users of the countryside who should be respected and not feared.

These basic ideas were put to the south west region of the countryside commission and the sports council.

The friendliest reception was from the countryside commission who after a couple of meetings and some discussions of planned costs agreed to assist us with up to 40% of our expenses under their countryside low cost grants for projects costing less than £1,500.

(other groups could perhaps approach their local regional offices for similar projects. We will be presenting our findings and experiences to the National Executive for evaluation).

We decided to get our first exhibition ready for the Bristol Dirt Bike Show in early December. This was achieved because of the supreme efforts of - 25 TRF members who combined in some way to help with such tasks as photography rides - printing - enlarging - mounting - designing photographs and heading - renovating exhibition boards - designing and printing leaflets - logo's - slogans - picture titles - erecting/manning and finally dissembling and storing the stands etc.

Special thanks must go outside of the group to:-

IAN THOMPSON for writing the leaflets

MORRIS HAMBLIN for his photography

LARA for the supply of leaflets

B.B.T. for the supply of leaflets

The Countryside Commission for the loan of exhibition material, supply of leaflets and handbooks and of course the financial assistance that made the venture possible.

MARTIN CHRISTIE for organising invitations for us to The Dirt Bike Show.

Systems Team Development (Bristol) for design and typesetting of headings.

P.R. TAYLOR & SONS M/c dealers of Calne and Chippenham for giving us a prime spot on their stand as well as the loan of Suzuki DR350 complete with TRF logo - real mud and my name on the sidepanels!

Lastly FRED our valued printer for meeting deadlines such as "yesterday please".

The Themes of our exhibition were:-

Enjoying the countryside with other users.

Clearing and maintaining green lanes with other users.

The importance of R.o.W. work user evidence etc.

Promoting the good name of the TRF alongside LARA.

The B.B.T. and Countryside Commission.

We also appealed for user evidence and donations to the TRF fighting fund.

sold copies of Ian Thompsons "Trail Riding" and took orders for TRF sweatshirts.

The show ran for 4 days. The TRF members manning the stand were dressed in smart sweatshirts carrying a new embroidered version of TRF logo (see Bristol group advert for details).

Thousands visit the Dirt Bike Show and a fair proportion showed an interest in our stand. We were often busy answering questions on R.o.W. and explaining just where people could ride:- horses/mountain Bikes/Schoolboy scramblers and yes even Trail Bikes.

People were interested in joining the TRF from Isle of Wight, Birmingham and Cornwall to Essex. Riders offered user evidence in Cornwall. The Beacons, The Forest of Dean and Avon.

Many people took membership forms and information packs away. 19 joined at the show, paying £228. A further £71 was collected for the fighting fund.

Ten potential new members turned up at the Bristol Group Club night immediately after the show, and our next trail run on the 1st January seems to be overbooked.

Was it worth it, only time will tell - but we live in hope!

On the 1st January 19 riders turned up for the trail ride - 8 were new. A good day was had by all.

HAPPY NEW YEAR from the Bristol Group to all those who want a bit more than just riding their bike.

R.J. Tallon, Wilts



*CHAPEL GATE DERBYSHIRE
How temporary is temporary?
Chapel Gate has now been
subjected to voluntary restraint
for the whole of the summer
and winter. Naturally riders are
beginning to ignore the notice.
Surely it is time it was removed.*

FROM THE BMF MAGAZINE 'UNITY' - DECEMBER 1969

Dear Sir,

Following the Chiltern Venture, which ends at the Berkhamsted Club's room, the Valiant Trooper Inn, at Aldbury, near Tring, Bucks. (two miles north of the A41, halfway between Aylesbury and Hemel Hempstead and convenient for the M.1). . . a doubtless most welcome menu of hot pies and drinks will be laid on from 4 p.m. and when the gossiping and tea drinking have subsided there will then begin the inaugural meeting of a brand new national motorcycle club.

This has been tentatively named the Trail Riders Fellowship. Its objects are simple: to encourage the pastime of green road and rough country motorcycling. The Fellowship has no intention of concerning itself with competitions. Most emphatically, it will not cut across any existing motorcycle organisations, nor seek to poach other clubs' members. On the contrary, Trail Riders could be of enormous help to BMF clubs who want marshals for green roads runs, and to our hard-pressed Rights of Way Agent in his efforts to keep up the national survey.

The essence of the organisation is in its title, Fellowship. It will publish a quarterly bulletin of notes and news for green roads riders, together with an up to date list of members throughout the country, so that one knows exactly to whom to turn for a jolly day's companionship or comradely help if trouble strikes. Membership will be open to anyone and everyone who is interested in green roads riding - whether they own trials bikes, roadsters, or anything in between.

The Trail Riders Fellowship project already enjoys the willing support of such well known and diverse personalities as George Abbey, John Ebbrell, Bob James, Chris Lloyd, Merle Morewood, Dick Sutton, Ralph Venables and Ernie Wrigley.

Even if you do not yourself ride on the Chiltern Venture, you will be very welcome to come to the inaugural meeting at Aldbury and put forward your ideas as to how a Trail Riders Fellowship could best serve the interests of motorcycling.

If this exciting and ambitious project goes forward (and there is every reason to expect that it will), those who attend the Aldbury meeting will be formally enrolled as founder members. Remember the place is the Valiant Trooper, Aldbury, near Tring, Bucks; the date and time, January 18, 5pm

John Ebbrell, 3 Whites Avenue, Newbury Park, Ilford, Essex

EDITOR'S NOTE: In spite of the apparent disinterest of the club members attending the recent BMF Council Meeting, the sponsors of the above scheme felt that there was enough merit in it to proceed under their own steam. This means that, instead of becoming a branch of the BMF, they will form as a club, being free to apply for affiliation to the BMF if they so wish.



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The reasons people ride trails must be as numerous as fleas on a dogs back. My own are largely a curiosity to see what lies between two points on the map in greater detail than can be seen on the map itself, and to photograph anything of interest that is there.

From conversations with members of the TRF and other Trail Riders, I have come to the conclusion that their main reasons are; practice for enduros or to have a wild ride, in which they endeavour to prove to themselves what brave bold boys they are.

These people are in someways as great a threat to the TRF as the fourwheel drive people. For in spending all their riding time in macho style riding they neglect or fail completely to make any effort to ride easy trails and so keep them in regular use which is essential should there be an attempt made at closure, and evidence of use required. nor do they make any attempt to find new trails either by investigating white roads, shown on OS maps. Many of these can have vehicular rights either as unclassified county roads, or one of many other category of track, trails etc. that can be legally used for trail riding. Perhaps one day the RoW Officer will write and explain them.

You have your reasons and you make your choice on what if anything you do the for organisation that gives you your trail riding.

For my part I stick to the easy rides but I also do what I can to research and keep watch on the press and public notices either in the press or on trails.

I am working to preserve Trail Riding - are you?

Maps to some are of little importance provided someone marks them for them. For once they know the trail it is a matter of a quick blast and on to the next.

To me a map is like a good book. I can go back to it time and time again and there is always something of interest to be found.

Now to my main point. The present OS 1 1/4" to 1 mile are in some way as detailed as some of the 1" to 1 mile series especially those published in the late 1940's and early 1950's. So I would suggest that all those of us who possess any check them against a new map for the same area and pass on anything that could be of interest to your area Rights of Way Officer for him to investigate. Further more would it not be worthwhile to have a register made up of all old maps held by members no matter what area (I hold maps of areas other than my own home ground). This register to be held by the National Rights of Way Officer.

Should any member who feels he could give something to the TRF then I would suggest he at sometime looks around at car boot sales, jumble sales, junk shops and secondhand book stores for any old maps. The older the better and should he find something that could be of interest on Rights of Way he buy it and send it to the R.o.W. Officer.

Should it be expensive get a second opinion for there are maps which could be of considerable value in establishing a right of way by proving its existence at a give date.

Eric Wilson,
Middleton Saint George, Co. Durham

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We welcome all old members & new!

Just for interest some of my best deals have come from car boot sales.

1 good pair of black leather boots with plenty of buckles and ties on which were unrecognisable covered in mud £3.

I hosed them off, leave to dry well, clean with saddle soap, then black dubbin. Good as new!

2 pairs of motor cyclist gloves £1 per pair.

1 all-in-one waterproof suit (nothing special but keeps you clean) - leaks slightly £3.

Belt bags are a good way to carry bits and pieces or an old rucksack the Army and Navy stores are a good place to buy.

I will try to entice a colleague to write an article on how to keep your bike going economically, preparing it for the Trail, what to do in an emergency, and much much more.

Good Luck

Keith Lawson, Cumbria

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MAGAZINE ADVERTISING

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