

GROUPS

BLACK COUNTRY
John Chilton, Tel: 0902 336708
1 & 3 Thursdays, 8.30pm, The Mitre, Church Road, Bradmore, Wolverhampton

BRISTOL
Ian Hingley, Tel: 0272 567509
2nd Monday, Warmley Community Centre, Deanery Road, (A420), Kingswood.

CAMBRIDGE
Richard Palmer, Tel: 0353 88344
1st Thursday, Golden Ball, Boxworth.

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

CORNWALL
Sally A. Madgwick, Tel: 0208 74411
Ring Secretary for details.

CUMBRIA
Tracey Fogg, Tel: 0539 722569
2nd Wed., Albert Hotel, Bowness on Windermere.

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

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

DORSET
Russ Sherwood, Tel: 0202 575739
1st Tuesday, The Royal Oak, Bere Regis

EAST MIDLANDS
Graham Chinnery, Tel: 0332 863433
2nd Wed., The Red Lion, Ashby Road, Kegworth, Leics.

EAST SCOTLAND
Les Mollison, Tel: 0382 738530
2nd Wed., Glencarse Hotel, A85, Perth to Dundee Rd.

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

ESSEX
Mark Kinard, Tel: 0279 777620
4th Tuesday, Green Man Pub, on A120, Takley.

GLOUCESTER
Charlie Morriss, Tel: 0453 885323
1st Tuesday, Painswick Institute, Painswick, Glos.

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

ISLE OF WIGHT
Mick Holbrook, Tel: 0983 866361
Last Thur, Liberal Club, Landguard Rd, Shanklin, I.O.W.

KENT
Jeff Hayward, Tel: 0322 863521
2nd Tuesday, Pied Bull, Farningham, Nr. Brands Hatch

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

LINCOLNSHIRE
Alan Wilkinson, Tel: 0529 60793
4th Thur, The Queens Head, Kirkby-la-Thorpe, Sleaford

LODDON VALE
Bernard Green, Tel: 0344 50289
2nd Thursday, The Lamb, Theale, Berkshire

NORFOLK & SUFFOLK

Stephen Canning, Tel: 0359 31018
Last Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

NORTH MIDLANDS
David Riley, Tel: 0782 410243
1st Tuesday, Stafford Arms, Bagnoll

NORTHUMBRLAND
Mark Snoddy, Tel: 091 386 0749
1st Tuesday, The Beamish Mary, No Place, Co. Durham

NORTH WALES
John Mills, Tel: 0477 534425
1st Wednesday, Hope & Anchor, Ewloe Place, Buckley

RIBBLE VALLEY
Anthony Dinsdale, Tel: 0200 28507
2nd Tuesday, Pendle Hotel, Chatburn, Clitheroe (off A59)

SHROPSHIRE
Mr. C. Ball, Tel: 0952 598092
2nd & last Wed., The Bell, Crosshouses, Shrewsbury

SOMERSET
Peter Banks, Tel: 0749 860396
Last Thursday, The Canal Inn, Wrantage

SOUTHERN
Euan Harrison, Tel: 0962 733781
3rd Wed., The Ship Inn, Owlesbury, Nr. Winchester

SOUTH LONDON & SURREY
Brian Wright, Tel: 081 669 4214
9pm every Wed, Lingfield Health Club, Ruxley Lane, Ewell, Surrey

SOUTH NORTHANTS
Bob Balderson, Tel: 0604 494947
2nd Monday, The Spencer Arms, Chapel Brampton

SOUTH WALES (WRTA)
Bill Kershaw, Tel: 0633 895241
2 & 4 Thurs, Cardiff HSOB Rugby Club, Whitchurch

SWINDON
Pete Owen, Tel: 0793 750557
1st Wed, Jacobs Ladder, Stratton St. Margaret, Swindon

SUSSEX
Bevis Billingham, Tel: 0243 585128
Last Thurs, Ashing on Social Club, Rear of Red Lion, A24, 9 miles North of Worthing

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

THAMES VALLEY
Paul Webb, Tel: 0252 519224 (Daytime)
3rd Mon, District Arms, Woodthorpe Road, Ashford, Middlesex

WEST ANGLIA
David Knight, Tel: 0933 313816
1 3 Thurs, Scott Bader Clubhouse, Opp. Parish Church, Woolaston, Wellingborough

WEST MIDLANDS
Dennis Hayter, Tel: 0527 23550
1 & 3 Tuesday, Wilmcote Mens Club, Stratford on Avon

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

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

WYVERN
Steve Pighills, Tel: 0902 672479
Every Thursday, 10pm, Potter's Rose & Crown, Colley Lane, Halesowen



TRAIL

JANUARY, 1994

No. 186

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

EDITOR: Mike "Nettlebed" Pedley.



Photo: Mark Phillips

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

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**See 'Trail Advertising' inside*

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TRF OFFICERS

CHAIRMAN (ACTING) Richard Marshall, 1 Burlington Close, Breaston, Derby DE7 3UB
Tel: 0332 873416

PUBLIC REL. OFFICER Brian Wright, 3 Kensington Terrace, Sanderstead Road, South Croydon, Surrey, CR2 0PJ Tel: 081 686 3458 (Wed-Sat) Tel: 0679 63373 (Sun-Tue)

MEMBERSHIP SEC. Garry Watson, 6 Tennyson Place, Cleckheaton, Bradford, W. Yorkshire BD19 3DJ. Tel: 0274 870162

SECRETARY Peter Ballard, 210 Spring Meadow, Clayton-le-Woods, Leyland, Lancs. PR5 2PP. Tel: 0772 455487

RIGHT OF WAY OFFICER .. Tim Stevens, 101 Square Lane, Ormskirk, Lancs. L40 7RG
Tel: 0704 894136

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Tel: 0332 704748

EDITOR Mike Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe, Lancs. BB7 4JF
Tel: 0200 445657

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

EDITOR

Our "Newsflash" in last months TRAIL regarding the outcome of the Ridgeway Inquiry at least provided us with a satisfying outcome for our 1993 RoW efforts.

Although the Ridgeway is not a 'classic' trail in terms of say the Monks Trod, it is certainly 'high-profile' and gives us an opportunity to show all those who oppose legitimate vehicular use of our ancient routes that the TRF will fight and can fight. Full write-up elsewhere in this issue from Tim.

Last year we resurrected what is perhaps our only annual get-together outside the AGM - the Coast to Coast.

Many of you were disappointed as numbers must obviously be limited to manageable proportions and I therefore take this earliest of opportunities to announce this years run.

Essentially it will follow Ken Canham's tried and trusted formula with the ride starting from Scarborough and finishing at Hest Bank, Morecambe with an overnight stop in the Hawes area. The date will be 7/8th May, 1994.

Fred Garbutt is again the driving force and you should WRITE to him ASAP for an entry form. Please enclose a S.A.E.. As usual run leaders and backups are required. Fred's address is Busby Grange Garage, Great Busby, Middlesbrough, Cleveland, TS9 7AS.

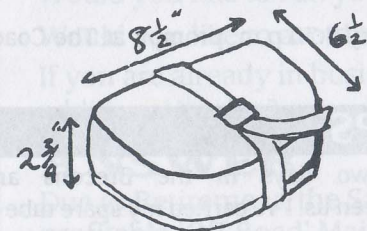
The cost £16 this year lads and lasses and that includes a Coast-to-Coast '94 T-shirt. Leaders and backups free of course.

Finally - thanks to Alan Wilkinson (Lincs. Group, Tel: 0529 60793) for taking on the position of Advertising Rep. for the magazine. Lets all help Alan by doing the business in our own area and drumming up as much support as possible from your local dealers. I notice we are now getting one or two 'long-term' dealer ads - so it must work. Please do your bit and support those who support you and it does no harm to mention the 'Mag' when you do order from an advertisement.

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POEM

There was a young rider called Paul,
Who didn't mind the odd fall,
He didn't mind mud,
And he didn't mind water,
But his KLR didn't like green stuff at all.
One Sunday while riding on grass,
He landed three times on his ass.
The bike threw a fit,
All covered in Muck,
And Paul said he'd give it a miss.
Then up came our friend Pete,
Who gave the throttle a tweak,
As quick as a cat,
He fired up the Kwak,
While Paul looked on sweaty and weak.
The rest of the day we had fun,
We didn't see much of the sun,
We all had our falls,
And some had close calls,
But Paul had a pain in the bum.

M. Troake, Devon

NOTICES

LAST MAG

THIS IS YOUR LAST MAG IF YOU HAVE NOT RENEWED FOR '94.
There will not be any back copies issued!

HERTFORDSHIRE

Hertfordshire TRF AGM - Wednesday 2nd February 8.30 p.m. prompt, at The Coach & Horses P.H.

TRAIL TIPS

In September, we had another great two days in the Brecons and uncharacteristically we had a few punctures between us. I've carried my spare tube in a bum-bag with a rubber band round it for about 2 years unused.

When I took it out, the folded corners were rubbed through and wouldn't hold air. Now Sam tells me, he wraps his spare tube in an old sock before he puts a rubber band round it. It travels in a bum-bag without chaffing.

At the Guest House in Brecon, Barbara made us very welcome. The beds were good enough and we were excellently fed. There is a wealth of well known legal rides, but also many lesser known RUPPs on the map to explore.

For our trip to Somerset, our accommodation was in a quite ordinary small town pub, but the falling-over water seemed to be very effective judging by the state of the visiting skittles team in the alley round the back!

Their sport seems to have a different pain profile to ours. They looked even worse at breakfast than we did. An hour from now we'd be sailing over the hills again, whilst they'd be suffering withdrawal symptoms, searching for the "hair of the dog that bit them".

I don't want to be good at skittles.

*Gordon Carr, W. Yorks
or is it Mr. Wainwright?*

SNIPPETS FROM THE PRESS

From the Daily Telegraph, 16th July, 1993

One article talked of the days 50 odd years ago when people could enjoy the spirit of the open road, an old freedom to come and go. (I must confess as a four year old, my parents allowed me to roam the lanes on my trike with only a dog for company.) Today children are saved even a short walk by the school bus. Heart disease is increasing sharply in teenagers. After the Second World War land prices increased sharply. RoW users became intruders. The article goes on to accuse "hippy convoys" of killing off the cheery welcome to the traveller.

Brian Wright

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RoW NEWS

RIDGEWAY TRO THROWN OUT

You knew, of course, because it has been in all the newspapers, hasn't it? You didn't see it? Well, that just goes to show how popular we are with the world in general. Newspapers are not keen to print anything which admits that motorcyclists are reasonable people with rights just like everyone else. Will you help me do something about it?

Yes, the Inspector has said his piece, and he has told the Secretary of State that there is no justification for a TRO which would effectively ban us working class chaps from using the Ridgeway at any time. He said the survey carried out over a whole year was not able to show any real conflict, and no witnesses came forward to give evidence of it. There wasn't even any record produced by the Countryside Commission, or the Ridgeway Wardens, or even the Friends of the Ridgeway, to show that real conflict had occurred. And anyway, he said, the Countryside Commissioners all knew perfectly well that vehicular rights existed before they made it a Long Distance Route, and that is another thing, they should make it clear that this is a road and vehicles can be expected.

He was critical of our case too, as we had not been clear about Voluntary Restraint and whether it was on or off, and there was some evidence that even LARA clubs had been ignoring the VR provisions (or perhaps they thought it was off). He also said it was time we were talking with the Commissioners, with a view to sorting out any problems, real or imagined, so that this sort of thing would not happen in the future.

So, what happens now? Do we all rush out and dash up and down the Ridgeway sticking our tongues out at anyone who looks like a Countryside Commissioner, or a Friend of the Ridgeway? Just you dare. No, what we need now is what we have needed all along. We need alternative routes, not just for us, but for all the others who are attracted to 'Britain's Oldest Road' on days when it is heaving up with kids and dogs. No use a few of us agreeing to go somewhere else, if Tom in his swb Landrover, Dick on his enduro bike, and Harry with his green-wellie friends in their brand new Maverick, all remain ignorant of the alternatives where they could be having much more enjoyment, instead. I do not suggest that we arrange a TRF Patrol on sunny Sundays to advise all these nice people. You wouldn't do it, would you? No-one I know in the TRF wants to be seen talking to any Dick with an enduro bike. No, what is needed is a leaflet with a proper accurate map showing all the alternative routes. It will not be a cheap, single colour A4 job, it needs at least A3 and a lot of careful drawing, and most likely, a license from the Ordnance Survey.

So how should this leaflet be funded? Well, who had plenty of money to try to stop us with, do you think? No, not the Friends of the Ridgeway, they are just a club of interested amateurs like we are, funded like we are. No, there is only one place we should look for this funding, and that is the Countryside Commission itself. Having spent a large amount of money only to find that they had backed the wrong horse, they can surely not deny us the small amount of money to fund the real solution we now offer them?

To do a proper job, we need input from all you TRF members who live anywhere near the Ridgeway, so that our 'alternatives leaflet' can be really complete. Perhaps this is a job for the Swindon Group to co-ordinate? How about it, Neil? Send me a marked up map and I will sort the text, so we can present our Commissioner friends with a neat package deal.

Tim Stevens, RoW Officer

OFFICERS REPORTS

THE SEC SAYS

Well, that's another year's use of Green Lanes gone. How many more have we got left? Without a plan for the coming years and a comprehensive TRF policy that evolves to match the changing opportunities and threats in the outside world, who knows?

At the last TRF Executive Meeting, significantly less than half of the TRF membership were actually represented, so in the order of 900 TRF members had no representation at the meeting. The ideas of these 900 members could not be heard. Any policies decided on could not be discussed with representatives of these members.

IN 1994

* When you nominate and elect a Group Representative in your Group, make sure that he will in fact represent you in 1994.

* All Groups should seriously consider paying all reasonable expenses for the Group Reps. to travel to the Executive Meetings in 1994.

* Will all Group Reps please return the 1994 Group Questionnaires promptly.

Next Exec. Meeting - Saturday, February 12th, 1994

Safe riding, Peter J. Ballard, Hon. National Secretary

FROM THE MEMBERSHIP SECRETARY

Hello fellows and Happy New Year.

Don't forget to get your membership renewal sent off, if you haven't already done so. It really would save me a lot of extra effort if you do so before the middle of February - after that time I will have to key in your full details again instead of just updating existing records - around 1000 of you still haven't renewed yet, that's an awful lot of extra typing.

Thanks for your support through this eventful year, and for giving me the honor of returning me to my post - that'll keep me off the streets for another year, but I'm determined to get some trail riding in!

It has really been an eventful year for Jo and myself, we moved home, I got a job despatch riding, destroyed several bikes, gave the job up - it seemed I was paying for the privilege of going to work. This means I can now spend loads of time bodging my recently acquired XL125R so I can go trail riding - anyone got a spare running or ratty XL185 or XR200 engine they want to get rid of (cheap or for nowt!) so I can turn the bike into an XL/XR185/200? - I've forgotten what it's like ...

... trail riding that's the fun part of being in the TRF isn't it?

I hope you are all busy claiming byways so I can continue to ride our green lanes legally, if not I hope you're saving your pennies so you can go to one of those wonderful rights of way workshops Mr. Stevens organises now and then?

Don't forget to make a note of your membership number and keep it somewhere safe - and where you can find it! Remember it is PART OF OUR CODE OF CONDUCT that you carry your membership card - it would be a good idea if you also carried a

copy of our membership form to hand out to would be members and help show objectors what a responsible lot we are?

I'd like to say a special thank-you to my wife for her support through 1993, she does a lot for the TRF and she's not even a member!

Thanks Jo and thanks to all who do things for the TRF and to the families and partners out there who support us, in whatever way, in our quest to keep on riding!

Garry Watson, TRF Membership Secretary (1993, '94)

FIRST INTERNATIONAL

May we extend a warm welcome to Alma Maria Turienzo Galnares of Barcelona, Spain - a welcome to the TRF for our first truly international member. (We already have British members living in France and Canada).

GROUP NEWS

ANOTHER NEW GROUP IN THE OFFING? - South Glamorgan

There are moves afoot to start a new group in South Glamorgan, a patch that has largely been covered by the Welsh Trail Riders Association in the past. The man who is working towards the formation of a new TRF group, is a WTRA Rights of Way Officer and has recently rejoined the TRF - some of you will have met this ambitious chap at the recent TRF RoW Workshop in Derby, he is Stuart Dodwell - good luck Stuart, you'll need that, together with a good dose of help from the rest of us!!! Contact Stuart by phone on 0446 710851 or by writing to him at: 28 Porthkerry Road,

Rhoose, South Glamorgan, CF62 3HD

RUMBLE IN THE JUNGLE - Oxfordshire

I hear rumblings and rumours of a new push for a group in Oxfordshire, is this true? If so, don't keep it a secret lads and lasses. Let us know what's going on via "Trail" - perhaps Swindon group could help get that one off the ground ...

... they do have some very good experience of getting a new group on the road - sorry, green lane! I'm sure there are enough members and potential members living in Oxfordshire, and on it's boundaries, to form a strong nucleus of a new group.

Is this your third year Swindon? How's it all going, how many of you are there now, are you getting the help you need from the rest of us?

Good luck to all, have a successful and a prosperous New Year.

from a fellow with a big stirring stick

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LETTERS

THE AGM

I read my TRF Bulletin and hearkened to the Editors words. Yes, I ought to go to the AGM. So I did. I arrived minutes before the start, said hello to a few friends and settled down about two thirds of the way back.

The Chairman said mumble mumble mumble apologies for absence. The Secretary said mumble mumble. The Chairman said mumble mumble mumble. Some reports were read out, the most understandable being a visual presentation because I was able to see it and enough mumble got through to enable me to link vision with sound.

Eventually dinner arrived after which I said to the Chairman that we were having problems hearing him. OK he said, I'll speak louder. The Meeting restarted with the Chairman saying mumble mumble mumble. Tim Stevens got through but the Membership Secretary was whisper whisper whisper.

Then followed an astounding debate about constitutional matters. During this I was amazed to hear one Guy say that he could not take part in the debate because he had no brief from the people he was representing. For Pete's sake, members only represent themselves at AGM's.

Forgive me for being thick but it is my experience that to enable an AGM to function properly it is absolutely vital that propositions are forwarded before the meeting so that individual members have prior knowledge of them and are therefore

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2. 21st May 1994 - 5th June 1994
3. 27th August 1994 - 11th September 1994
4. 1st October 1994 - 16th October 1994

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DUST TRAILS 187 Staines Road, Laleham, Middlesex, TW8 2SD.

in a position to debate them. If they want to debate constitutional matters then they should have forwarded their proposals beforehand. Whilst the AGM takes place it is the duty of the Chairman to resolve Constitutional points and if members do not like the Chairmans interpretaion then they should make the effort to put forward a proposition which can be dealt with at the next AGM or an SGM, or vote the Chairman out of Office at a later stage of the meeting.

When 4 p.m. quickly arrived and the Meeting decided to prolong the agony I went home. Sorry Mr. Editor but I tried. OK call me a deaf old fogey if you will, blame the lousy acoustics of the hall (and they were lousy) and I might even try again next year but I haven't that much time left that I can waste it on silent waffling AGM's.

Rod Butterworth

ARTICLE FROM MCN, 8TH DECEMBER 1993

NEC contest winner picks up KLX

THE winner of MCN's win-a-bike competition at this year's NEC Show collected his £4100 Kawasaki KLX650 last week.

Tony Steel, 29, picked up the keys to the tasty trailie from Andy Styles of Avon Motorcycles in Bristol.

Steel, an engineer with British Telecom, said the KLX was a perfect prize for him as he's a rep for the Trail Riders Fellowship.

He said: "Until now I've been using my Suzuki DR350 for both the road and dirt - but the KLX will be great for rides across Salisbury Plain and to the Brecon Beacons in Wales, which means I'll be able to turn the DR into a pukka dirt bike."

And now, what I really said!

Yes I am a lucky bugger and the bike is running well but I would just like to correct the article to show what I really said.

A MCN journalist rang me to ask me a little bit about myself. I explained I rode a DR350 and was a member of Bristol and West Wiltshire TRF groups (not a rep!). He then asked what my plans were for the KLX. I explained that the Kwacka would be used as my everyday bike (we know it's too heavy for mud plugging ...don't wel) and that I could use the DR350 for more trail riding. He then asked where I trailed and I said Salisbury Plain was good and that I would like to go to the Brecon Beacons soon. So there you are, yes I am very grateful about the win, but I wanted

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We welcome old members and new!

you lot to know the truth.

The moral of this story is; Be very careful what you say to reporters, especially when talking about the TRF/RoW issues.

Tony Steel, Avon

*P.S. I'm thinking of leaving BT and charging £5 to touch pools coupons!
KLX650 Road test/light trail test to come.*

TRF SAVES THE COUNTRYSIDE FOR FUTURE GENERATIONS

Whilst the above headline may be stretching things a little, it refers to the outcome of the RIDGEWAY PUBLIC INQUIRY and does not exaggerate a lot. All the main participants on our side, Don Lewis, Chairman (then) of the BMF, Alan Kind - expert from LARA and Tim Stevens - BMF Access Officer are all also TRF members, as is Bill Riley of the Byways & Bridleways Trust. All of them started an interest in Rights of Way in the TRF and we all should be proud to be associated with a team that has beaten a team of hand picked Experts from the Countryside Commission who are full time professionals chosen for their qualifications and skill. Not just once, have we beaten them, but this is the second time at least, the last was in 1975. So congratulations to our side for doing a thoroughly professional job and comprehensively winning a major victory.

I hope there will be no more whining from the thoroughly discredited Ridgeway Conservation Conference and their hangers on and David Giles and Richard Marshall can visit the Countryside Commission with real negotiating power in their briefcase.

Well done everyone connected with the case, from the ordinary members who gave evidence, to the hospitality of the Swindon Group and many thanks from the delighted members and riders in the area who can continue riding the Ridgeway in the future.

Happy Riding, John R. Higgin, Hampshire

BYWAY CLAIMS

I'm glad to hear that someone feels the same way as I do on the policy of byway claims TRAIL 185 and feel it's about time we decided on a national policy for how we are going to sort out the problem. Considering the supposed cut date is only 6 years away and a claim can take up to 3 years to inquiry stage we don't seem to have much time!

I have attended one of Tim Steven's RoW seminars and have subsequently found 204 lanes in my local area (Map 102). However one problem that Tim does not go into is on the point of putting an actual claim in. I have read all the subsequent claim forms and one note in particular states that each landowner/occupier must be informed.

I would be very interested to know from people who have put claims in what is the best way to find out who is the owner of the land, and secondly what is the best method of serving the notice on them. Perhaps somebody who has successfully put in a byway claim could explain the pitfalls to avoid? and the best way of going about the whole procedure?

Peter Knagg, Preston

DEAR EDITOR

During my first few years of trail riding I have 'met' the public. I must say that in the main these have been pleasant occasions. On the less pleasant ones I have usually been an observer, hoping to learn from the run leader's method of dealing with the public. However I must begin my story. I came home from my snooker match on Friday night to find a note that said that Alan Ogden was taking a 'lad' out on some local lanes (he's thinking of joining the TRF). Alan had contacted Phil Lord who offered to lead a 'local run'. I thought ... I wonder how many 'unofficial runs' start this way? Even though the family had planned a trip to the pantomime that Sunday, I got 'the nod'. (A noble gesture on her part, I thought).

Anyway back to the story ... We were making our way over Blackstone Edge (you know, that area in S.E. Lancs. - it does exist). I was 5 out of 6 and as we passed some cottages I looked back, instinct I guess, Dave (no. 6) was being harangued by a 'local'. I immediately stopped. This apparition, which I can only describe as a 'raving banshee' descended upon us. This 'person', (and I use the term lightly) appeared to breathe through her ears as the verbal flowed. Her first audible attack came like a Roscoe Tanner serve: "What do you think you are doing riding on OUR footpath" (15-love). "I'm sorry madam, we were riding on what I believe to be an ancient carriageway!" (15-all). "Have you got a map ... an Ordnance Survey map? I have, and it shows it as a Bridleway/Footpath" (30-15). "That may be so, but this does not prevent this carriageway carrying a higher status ... You see the definitive map MAY show it as a bridleway, but there is evidence to show that it carries vehicular rights" (30-30).

"You shouldn't ride these things on a footpath anyway" (40-30). "As far as I am aware this is an old road and we have every right to be here" (deuce). Ah yes, but that was in 18 hundred and something or other (our advantage). "My point exactly, and it still carries vehicular rights" (first game to the TRF I think!).

"Well you're polluting the atmosphere, with all these fumes" (15-love). "But there are six of us. How many cars have gone by just now?" (15-all). "Well you should walk and not use those things!". "But we like riding motor-bikes (first serve out). Second serve: "We cherish OUR footpath, and we look after it" (30-15). "We cherish our roads and look after them" (30-all). "Well you churn it up riding your bikes" (40-30). "But walkers cause damage too. Have you seen the erosion on some of the long

distance paths and popular routes" (deuce). "Oh you can't say that!" (her advantage). "I can ... there's always two side to the story" (the serve was out). "Anyway there are lots of roads to ride ... go there" (her advantage). "But I have every right to ride on this road" (deuce). There were a few more 'exchanges' but this 'game' never finished. Phil, who had returned by then, suggested we leave them a leaflet. He walked to the cottage (helmet off to show he was an 'old bugger' and not some 'young tearaway') .. the husband greeted him .. "Would you like one of our leaflets to show ..." the speech was interrupted by an irate husband .. "BOLLOCKS to your leaflets ..". Phil returned and we all left. This was a learning experience. We learn all the time on 'runs'. Sometimes it's how to attack a rocky climb/boggy bit/open moorland/tractor tracks. Sometimes it's how to deal with a 'hostile'. I always remember Tim Steven's advice ... You are only obliged to stop for two people - a UNIFORMED policeman or traffic warden. I wish I had started with ... "You do realise I have stopped voluntarily, as I am only obliged, etc." Maybe the next time. There WILL BE a next time you can bet on it. Be prepared!! Happy trails!!

Not quite the novice any more, Manchester

MOUNTAIN BIKES ON THE TRAIL

When I was younger I made up a tracker bike for off-road cycling using bits and pieces retrieved from scrap yards and landfill sites. The standard design was cowhorn handle bars, grass track or chunky tyres and three speed Sturmey Archer gears. When I was old enough to ride a motorcycle the tracker was consigned to

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the shed and forgotten.

Recently some of us from the group decided to go out on push bikes to ride the local byways and also add in a few of the bridleways (courtesy of the Countryside Act 1968 s30). I recovered the tracker bike from the shed and checked it over. On the trail, it was pretty grim, but still quite a laugh. A couple of the lads had proper mountain bikes which I tried out and the difference was quite marked. However despite the knobbly tyres I found it difficult to hang on and keep control on bumpy decents. The answer was obviously suspension. Good, light, fully suspended mountain bikes still cost a fortune, but in the last year or so reasonably priced front suspension has made an entry into sub £500 bikes. Retro fit forks are becoming more widely available from about £150 to over £300! These offer a 'stunning' 1 to 2 inches of suspension.

Few second-hand bikes advertised have front suspension but looking around for new bikes I eventually came across a TREK 850 SHX for £350 reduced from £500, fitted with spring elastomer front suspension, double butted chrome moly frame, Altus A10/20 groupset (the mechanical bits), rapidfire plus gear changing, SIS, M-system brakes, gel saddle, Araya rims and a good set of knobbly tyres. Another good choice of MTB is the Saracen Sahara/Trekker Elite which also include suspension. Cheap mountain bikes like the Raleigh Activator II (typically sub £300 MRP) are not really worth bothering with since they are heavy and will not cope with the rigours of serious off road riding.

Taking it out on the lanes I found the novelty of a mountain bike was being able

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to ride on two wheels in places you are not allowed on powered bikes, either because the track is a bridleway or has one of the dreaded TRO's on it. Much Forestry Commission land is also open to mountain bikes and I have ridden some very good trails in Thetford Forest. Some MTBers even ride footpaths (illegally) but because I have followed the TRF philosophy of only riding where you are supposed to, I try to keep to this rule on the MTB as well. It is a useful way to explore possible new green lanes and keep a low profile. Walkers tend to be more friendly towards MTBs than motorcyclists.

On the bike itself, I really recommend front suspension for the extra comfort and control it gives. There is a slight weight penalty which theoretically slows you on uphill and they also tend to

"bob" when pedalling up out of the saddle, absorbing some effort. On balance I'd say it's worth going for suspension rather than a MTB with a better groupset. Mud is a real hassle since it clogs up under the front wheel making pedalling impossible. Small thorns that a motorcycle tyre ignores cause punctures very easily, but a MTB tyre can be removed by hand with no levers. Try that with a Pirelli Sandcross! Steep unsurfaced lanes which a motorcycle would breeze up are a real slog and I have found pushing quicker than using the mega low bottom gear. Also the distances that can be ridden in an area are much smaller even if one is fit. However I find it good exercise and much more enjoyable than say running.

To summarise I think an MTB is an ideal complement to a trail bike for riding green lanes. In no way is it a substitute because of the limitations I have mentioned. In some ways the TRF has more in common with MTB interests than with the 4WD or horse riding clubs. I think we probably have much to gain from developing closer links with MTB clubs which are keen on access matters and the British Mountain Bike Federation. It would be interesting to hear other member's comments on this.

Steve Neville, Kent Group Rep

PISCOS DE EUROPA 1993

Having been to the Piscos de Europa before in 1989, my feet started getting that itchy feeling again. In October 1992 I offered to lead a run to the Piscos de Europa. By March we had 13 people interested, but this dropped to 6 including myself.

Brittany Ferries at Plymouth were phoned to see if they would take the Bikes on board as about half were over five years old. They said "That's Okay", so that's put the record straight.

So on August 9th at 8.30 a.m. we boarded the ferry. Twenty four hours later we arrived at Santander. The mountain tops were covered by the morning sun, we followed the N-634 to Oviedo and picked up the N-621 Panes and Potes.

Panes to Potes was breathtaking, the La-Hermida gorge was about 15 kilometres long. We arrived at our destination, Barago, 5 miles from La Vega (Veg de Lie'Bana) at about 1.30 p.m. after a steady 75 mile ride. Apparently everybody said they sang all the way down. Yes the scenery was more than magic.

So we had arrived on a V-reg XL185, an X-reg SP400, a J-reg XR250, an F-reg XT350, a H-reg DT125R and a Y-reg hybrid 250 Honda.

After two hours rest we decided to go for a ride up to the top of the nearby mountain by road (You look backwards to see what's coming towards you along this road). Fantastic. We stayed a while and checked where the first pista (track) was.

WEDNESDAY DAY ONE

Got out my old marked-up maps held together with sellotape (I think I'll buy a new one). The map I used was Picos De Europa Map a Excursiovista Con 48 Itinerias Pedestris - about 500 pts (£2.50).

The pista started at a village Cucayo. After about an hour of going up and across we joined another pista going north-south by a cattle shed. We went north. (I remember this well, I ended up in a bog last time, axle deep). We carried on to

Ledantes stopping every so often to take photographs, the pista was stony then we followed the contours of the mountain and started going down. Dave's DT125R brake pads started to fade and his discs looked a blue colour when we stopped by a mountain stream. We had lunch, cheese, pork chopped meat and bread, which only cost 200 pts (£1) each and was our staple lunch time meal, at least it was filling.

We got to Ledantes and took the pista to Barrio and carried on to Bores by road. We picked up another pista at the Monument-de-Oso. There were two GB plated Guzzies there, who we were to meet later in the week at the Fiesta. We then carried on to Cosgaya. The scenery was unbelievable. We got to Cosgaya, then went to Fuente De. A cable car takes people up to the top of the cliff edge 2000 ft up, but you can take the track and reach the top from behind.

THURSDAY

Made our way by road to Panes and Arenas de Cabrales then south to Puente Poncebos and then Sotres, the idea being to show the group the Tresviso sendero (the locals said it was impossible by motorcycle but saying that I had actually done it they thought I was mad!). This track descends down a sheer mountain side and is about 4 ft wide in some places. The clouds were getting thicker so we went back to Sortes and headed south along a stony pista to Espinama. The idea was to take the track to the top of Fuente De. But there were notices saying it was impossible to do so. We headed south again and picked up the pista near Inverales de Iguedri to the village of Mogrovejo, then it was back to Barago.

FRIDAY

Best day for dropping the bikes. We left Barago to join the track up at the cattle shed. Everybody was used to this track by now. Whoops! Spoke too soon, one broken front brake lever. We turned south at the cattle shed. Brilliant fairly fast dusty tracks, (ask Pete - XR250 - he was at the back). Stony and about three large 18" deep fords, Dave - DT125R - dropped his bike in one of these. We had our lunch and got to our destination. We came back a slightly different route. Whoops! dropped the bike again, only the front brake bracket broke this time, fitted a spare and carried on.

Glen - SP400 - visited a bog (the peat kind, but smelt of the other!) and came across a lone cow shed. There was a big dog lying outside, he stood up and looked at us. He looked like a Hyena. I gunned it down the track, he looked mean,

especially as the day before I got chased for 300 yds up a rough track at 35 mph by a big black dog. Sod the TRF code of conduct I thought. XR200 Pete or split, follows the river then tried to get back on the track, but dropped his bike halfway up the 20 ft river bank. Click, click went the cameras!

SATURDAY

Started the pista late so we spent the day around the Potes area. Found a pista near the BP garage, north of Potes to the village of Llayo and somehow got on the pista to Hojedo-Cahecho and then the road to Frama then another pista to Caberiezo and up to Pena Castillo (973 mtrs), Mediajo (100 mtrs) and down to Tudes.

SUNDAY

Group split up today, for the last two evenings we have been trying to find a pista to Basieda from Barago. I was fed up with getting half way up a mountain side and coming back down again, trying to find the track again after losing it in the trees. Me and the XL185 and Dave - DT125R - headed north to La Hermida and turned left to Beges. The pista started at Beges and finished at Sotres. We looked down on the village about 1500 ft below us. We carried on up and up. Lo and behold the Tresviso track on the other side of the gorge. I showed the track and pointed out where the steps were. (Pipehouse is nothing like this, especially with its 2000 ft vertical drop this had). We saw four golden eagles flying together. We carried on through the trees, the clouds were becoming thicker. We left the tree line and continued along the track and saw 2 mountain bikers and had a brief chat. The track split, one went up, the other

stayed at the same level. We carried on up to the Pica De Macondill 1997 mtrs. The cloud thickened and we started this track at 1 o'clock and it was now 3.45 p.m.. We decided to walk to the top Sagrada Corazan 2214 mtrs. We were in brilliant sunshine looking down on the clouds, breathtaking it certainly was.

We got back to the bikes and carried on to Sotres over rock falls, etc. and arrived about 5.45 p.m., the best 24 kilometres I had ridden for about 1 day.

Well the others, they got to where they were going. But I think they were trying to find Bo Derrick and her friend, and that's another story.

MONDAY (Final Day)

Well supposed to be a rest day. We arrived at the lake after riding a stony pista. It was hot. We had lunch and stayed for about 3 hours. We started back and

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got to the bottom near a ford, a landrover was coming up and guess who was going up to the lake?, yes, Bo Derrick. NO, I wasn't going back up, we had an appointment to keep at Barago at 5 o'clock.

Most nights we were up till one in the morning drinking wine and beer and a moonshine called 'Orujo', a liqueur made out of distilled grape juice. No more said, Pete - XT350 - loved the wine, but he couldn't ride home one night from a restaurant.

Dave (B.J.) who got his initials after his fascination for a banana shaped ice cream lolly covered in chocolate called Banana Joe. Pete - XR250 - played with the grasshoppers, Allan on the 250 Honda fell in love with one of the locals, Glen - SP400 - just enjoyed his self. As for me and my XL185, I didn't come home with a cracked rib this time.

Did we enjoy it? You bet we did.

Are we going back again? We certainly are.

When? Next year I hope, if not 1995 and 1996, 1997, 1998, 1999 ...

Yes we were sad to leave and certain people were sad to see us go, "It's a pity" as one person said. The locals were friendly, we had no hassles, no punctures, no breakdowns, and everybody who went, I think would agree, it was a brilliant riding holiday, even if you do come back knackered.

The price of this trip? Including the ferry, petrol, lodgings, food, drink and everything else worked out roughly about £450 approximately, for each person, but half the cost was for the ferry.

Espana Viva.

For more info phone Alan Yandell on 0225 864187.

Alan Yandell, West Wilts Group

HELP ME?

Can anyone help me with info on Trail Riding in Ireland? I will be visiting the Emerald Isle for two weeks in 1994 and would like to plan the holiday around something like the Dalcassian Rally or any other event like it. I would also like to contact Steve Pighills of Wyvern/Black Country TRF regarding Dalcassian Rally. I can be contacted on 081 309 0992 eves. please.

Many thanks, Ian Bristow, Kent

ANOTHER BOF?

I started trail riding in 1974, like Ken One, a second hand Ossa 6 Days replica (known as 'Pioneer' in the States) and again, like Ken, graduated to a 'Super Pioneer'. This was based on the 'Phantom' motocrosser, and being much lighter, handled nicely, though mine struggled to do more than 70 m.p.h.

I soon became involved in enduros and wanting more speed, I fitted a 250 c.c. Sachs enduro engine unit. With 50% more power and 40% more gears, (7!) this transformed the bike, which was geared for about 85 m.p.h. and was very fast (on smooth going). Just how fast can be gauged by the following anecdote.

Being clerk of the course of the Yorkshire Enduro, I often went racing in the forests, and on one occasion had a burn up with two of my mates. Both were experts, one was on a Yamaha IT400, the other a Maico 405 Enduro. I got away first, but as it was a long, straight and slightly uphill road where power counted, I expected them to come blasting past at any moment. They didn't. In fact after 1 ½ miles they were quite a way behind. I was as chuffed as they were choked. Imagine, their expensive state of the art bikes with their 'big mch' motors, being blown into the weeds by a home-built special, and a 250 at that! I was on a high for a week - such stuff as dreams are made of!

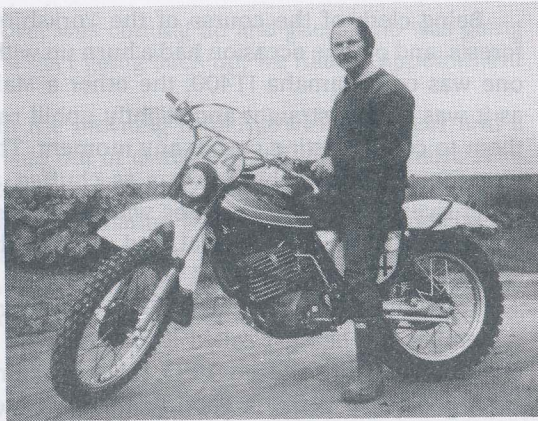
There must be some late 70's enduro riders still alive out there who can remember the beast. I called it an 'Ossachs'. I still have it and do the occasional enduro. (Yorkshire one day 1993, D.N.F. machine still willing, but the flesh was weak!)

A good bike is like a good woman, you tend to get emotionally attached, and the longer you keep them, the more attached you get. In a moment of misty-eyed sentimentality, I composed the following:-

'Eulogy for an Ossachs'

Ossachs, Oh Ossachs,
Love of my life
If you were a woman
I'd make you my wife
How do I love thee?
Let me count the ways
I must admit you blow my mind
And leave me in a daze.
I love your power, I love your torque
I love your seven speeds.
No other motorcycle
Could satisfy those needs.
I love the way you handle,
I love the noise you make,
The thing that I don't like so much
Nothing happens when I brake!
Who wants long suspension
When you can have a nice low seat
The trouble is it makes my arse
Like a piece of raw red meat.
We've been together now
Since nineteen seventy five
It's true love and devotion
That's keeping you alive.
"Are you still riding that old thing?"
People often say,
But they don't know the fun we have
When we go out to play.
I know I've got a Honda
But don't be jealous dear
Riding that fairy-cycle
You might think I've gone queer.

That's just a bit of young stuff
 My new bit on the side
 When I want to get my kicks
 It's you I yearn to ride.
 Don't think that I have gone astray
 You're the only one for me.
 I could never love that pip-squeak
 When you're so wild and free.
 I know that I am fifty
 And you're only seventeen
 I know that I'm too old for you
 But you'll always be my Queen.
 And when they've put me in the ground
 They can set you on my chest
 I want no other epitaph
 To me you are the best.



Dick Smith, A(nother) BOF

TIME TO REOPEN THE TYRE DEBATE...

There once was a man, a law abiding sort, who happened to like riding his little motorbike on the rougher highways of his land, the green lanes.

One morning, this fellow set out, in good time, to meet some of his comrades at a little spot in "(Last of the) Summer Wine Country", called 'Pie Hall' - the famous Denby Dale Pie Hall, a village hall that was so called after locals made the biggest pie in the world. Our friend was looking forward to the annual West Yorkshire

TRF groups November run, not surprisingly called... you've guessed it, "The Pie Hall Run" and a popular lunch stop at a little hostelry called the Clothiers Arms. Then, it happened...

A charming guardian of our welfare and law - a Police patrolman - decided to pull the TRF member, proceeded to tell him that, if our fellow continued toward his intended destination, he would be nicked and would receive three to six points on his licence - the offence - no, nothing was falling off the offending machine, and thus making it a danger to public at large, or to it's rider, NO, the rider wasn't behaving in an unsociable manner or creating a nuisance, etc., etc. - the alleged offence was that of wearing "unsuitable TYRES".

Our law abiding fellow dutifully went home, using other transport, actually let

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the run leader know that he was not to be allowed out to play, but didn't miss out on all the fun - he joined everyone at the Clothiers for lunch!

What's he done about the tyres? He's changed them for some new T61's, a tyre that I found quite unsuitable for my style of riding and the terrain I ride on much of the time - I kept falling off one of my bikes when I fitted one of these in an attempt to remain the right side of the law!

The tyres he's ditched were Barum moto-cross tyres and had lots of life left in them. Yes these have fairly wide spacing between the blocks/knobbles, but the key offence seemed to be that the tyres had NHS - Not For Highway Service - written about their carcass, I believe these tyres also had "IFM - approved" on them too ... I wonder how the officer managed to read all this whilst our motorcycling friend was riding along the road?

When I heard of this incident, I found it very disturbing that the police officer was behaving in the manner he was, I strongly believe that he was overstepping the mark - it's easy to say when I wasn't there - I could have been that man and so, I suspect, could a great many of those now reading this article.

I am told that the latest MOT tester's manual considers that NHS, Not for Highway Use, Not For Highway Service, or similar wordings stamped on a tyre, deem it a "fail" item. This is despite a court ruling I heard of - which led me to believe I was safe - in the not too distant past, which ruled that these wordings were intended for foreign markets, not our home market, and that the tyres were indeed suitable for the purpose they were being put to. I believe that, at that court, five trail-bike

riders had the cases against them thrown out on these grounds?

I do try to be reasonable and, to the best of my abilities, law abiding - I do know where I stand with those tyres that are often less than suitable for me, but I don't accept that most of the tyres that come within the fringes of legality - knobbles: most moto-cross and some enduro tyres - are all unsuitable, and so I have always fitted what I believe to be reasonable and within the spirit of the translation from the old MOT manual ... the space between the blocks must not be substantially greater than the width of the blocks - that was good enough for me.

I know, there is now a greater choice of enduro tyres on the market that are more suitable for me than there was a few years ago, but these are often well out of my pocket-range, often being 30% to

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50% more costly than a similar tread and rubber compound moto-cross tyre that is as safe or even safer when on hard surfaced roads.

We are the experts aren't we? So can anyone tell me in clear/concise terms - unlike the terms I use - where we stand legally with tyre usage. I am asked frequently by newcomers to trail riding, "What tyres can I use?", and have to admit that I am unsure of where we stand. I would like to see facts, not hearsay, ideally with some quotes of legal cases and Acts - please? Preferably facts that we can use as a weapon, when stopped in the street, or in our defence in Law Courts.

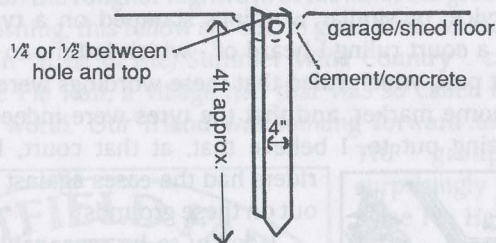
Two final questions:

1. Are we, the TRF, and our friends in MAG and BMF prepared to back individuals in the event one of us ends up in Court on these matters?
2. Are we, "The Experts", prepared or equipped to TRY and change the situation - positively?

A.K. Nobble-Fan, Cleckheaton, Bradford

Famous Trailie Quote: More traction = more safety, more motion and less damage

ANTI-THEFT DEVICE



Use 4" (approx) wide x 4ft (approx) long channel iron or girder. Sharpen end to a point, cut hole large enough to take the bike security chain, leaving quarter or half an inch of metal between hole and top of metal stake.

Knock or dig a hole in garage/shed floor approx 9" diameter.

Drive stake through ground with a large lump hammer. (Put a piece of metal on top of the stake to prevent damage.) Keep going until top of stake is flush with garage floor level.

Using concrete or cement, fill in hole up to below the chain hole, smoothing out into a dish. Check to make sure security chain can pass through hole. If not, remove some concrete.

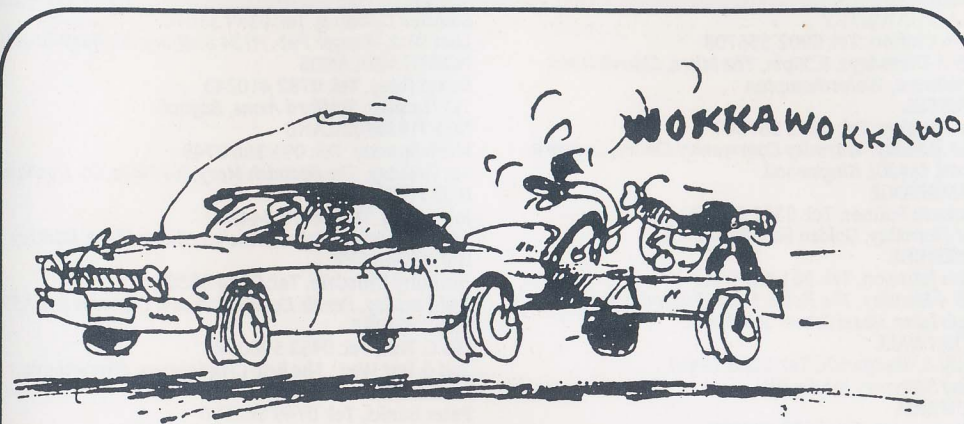
If anyone has tried to remove a fencing post out of the ground, they will know how difficult it would be to remove this.

If the top of the metal is flush with the floor, a hacksaw cannot be used to any effect. Obviously the security device to the bike has to be strong, ie: a good quality motorcycle chain (roller type).

I put mine over the engine mountings and frame.

Sent in by D. Lister, Sheffield

P.S. Can also be used as a stake and driven through the heart of a thief - Ed.



No muffler? Leave it on the trailer, wanker.

If you're one of the brain dead morons who reckons his bike runs better without a muffler, leave the bloody thing on the trailer.

Last thing we need is dimwits ripping around making all the

racket under the sun.

Besides, people who don't use mufflers are so gummy when they try to ride their heaps of junk that it's embarrassing for the rest of us who can ride.

So go home, for Pete's sake.

