

# GROUPS

## BLACK COUNTRY

John Chilton, Tel: 01902 659009  
1 & 3 Thurs, 8.30pm, The Mitre, Church Road, Bradmore, Wolverhampton

## BRISTOL

George Pritchard, Tel: 01761 452606  
2nd Mon, Warmley Community Centre, Deanery Road, (A420), Kingswood

## CAMBRIDGE

Richard Palmer, Tel: 01353 88344

1st Thur, Golden Ball, Boxworth

## CHESHIRE

Nigel Hockin, Tel: 0161 456 8270

2 & 4 Mon, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport

## CORNWALL

Sally A. Madgwick, Tel: 01208 74411

Ring Secretary for details

## CUMBRIA

Roger Harris, Tel: 01539 725198

2nd Tuesday, Derby Arms Hotel, Witherslack, Nr. Kendal

## DERBYSHIRE & SOUTH YORKSHIRE

Kevin Marsh, Tel: 01246 237910

2 & 4 Tue., Enfield Arms, Broughton Lane, Altercliffe, Sheffield

## DEVON

Richard Arscott, Tel: 01803 612950

2nd Tue, The Welcome Stranger, Bickington, Nr. Newton Abbott

## DORSET

Tony Summers, Tel: 01202 894419

1st Tue, Greyhound Inn, Winterbourne, Kingston, (Nr. Bere Regis)

## EAST MIDLANDS

Graham Chinnery, Tel: 01332 863433

2nd Wed, The Chequers Inn, Main St, Breaston, South Derbyshire, J25 on M1

## EAST SCOTLAND

Les Mollison, Tel: 01382 738530

2nd Wed, Glencarse Hotel, A85, Perth to Dundee Rd.

## EAST YORKS

Dave Barratt, Tel: 01977 794143

2nd Wed, Kellingley Social Centre, Knottingley

## ESSEX

Aelwood Finch, Tel: 01245 329118

2nd Wed, The Spread Eagle, Margaretting, Nr. Chelmsford

## GLOUCESTER

Wayne Little, Tel: 01452 611735

1st Tue, Painswick Institute, Painswick, Glos.

## HERTFORDSHIRE

Colin Adlam, Tel: 0181 445 5203

1st Wed, Coach & Horses, Newgate St, Nr Cuffly

## ISLE OF WIGHT

Mick Holbrook, Tel: 01983 866361

Last Thur, Liberal Club, Landguard Rd, Shanklin, IOW

## KENT

Jeff Hayward, Tel: 01322 863521

2nd Tue, Pied Bull, Farningham, Nr Brands Hatch

## LANCASHIRE

Keith Westley, Tel: 01704 893215

1st Tue, Hindshead Pub on A49, Charnock Richard

## LINCOLNSHIRE

Alan Wilkinson, Tel: 01529 60793

4th Thur, The Queens Head, Kirkby-la-Thorpe, Sleaford

## LODDON VALE

Bernard Green, Tel: 01344 50289

2nd Thurs, Inn in the Park, Woodley Centre, E. Reading

## NORTH MIDLANDS

Simon Lowe, Tel: 01298 24388

1st Tue, Stafford Arms, Bagnall & 3rd Tue, Cheshire Cheese, Buxton

## NORTHUMBERLAND

1st Tue, The Beamish Mary, No Place, Co. Durham

## NORTH WALES

John Mills, Tel: 01477 534425

1st Wed, Hope & Anchor, Ewloe Place, Buckley

## OXFORDSHIRE

Pat McGuire, Tel: 01844 238414

3rd Thursday, Duke of Marlborough, 1.5 miles North of Woodstock

## PEAK DISTRICT GROUP

Phil Sadler, Tel: 01332 344495

1st Thursday, 8pm, Travellers Rest, Ashbourne Road, Derby

## RIBBLE VALLEY

Anthony Dinsdale, Tel: 01200 28507

2nd Tue, Pendle Hotel, Chatburn, Clitheroe (off A59)

## SHROPSHIRE

Mr. C. Ball, Tel: 01952 598092

2nd & last Wed, Cound Lodge Hotel, Shrewsbury Rd, Shrewsbury

## SOMERSET

Peter Banks, Tel: 01749 860396

Last Thur, The Canal Inn, Wrantage

## SOUTHERN

Russ McDermid, Tel: 01703 812371

3rd Wed, The Ship Inn, Owlesbury, Nr. Winchester

## SOUTH LONDON & SURREY

Brian Wright 0181 686 3458 Wed/Sat or 01797 363373 Sun/Tue

9pm every Wed, Epsom Heath & Football Club, Priest Hill Fields, Ewell, Surrey

## SOUTH NORTHANTS

Trevor Gardiner, Tel: 01788 815927

2nd Mon, The Spencer Arms, Chapel Brampton

## SOUTH WALES

Stuart Dodwell, Tel: 01446 710851

1st Thur, Welsh Institute of Sport, Cardiff, 8pm

## SUFFOLK

Richard May, Tel: 01787 374073

Last Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

## SWINDON

Pete Owen, Tel: 01793 750557

1st Wed, Jacobs Ladder, Stratton St. Margaret, Swindon

## SUSSEX

Bevis Billingham, Tel: 01243 585128

Last Thurs, Ashing on Social Club, Rear of Red Lion, A24, 9 miles North of Worthing

## TEESIDE & NORTH YORKS

Leo Crone, Tel: 01325 380117

1st & 3rd Wed, Blacksmiths Arms, Swainby

## THAMES VALLEY

Don Hoaglin, Tel: 01474 813977

3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex

## WEST ANGLIA

David Knight, Tel: 01933 313816

1st & 3rd Thurs, Scott Bader Clubhouse, Opp. Parish Church, Woolaston, Wellingborough

## WEST MIDLANDS

Dennis Hayter, Tel: 01527 23550

1st & 3rd Tue, Wilmcote Mens Club, Stratford on Avon

## WEST SOMERSET

David Dyer, Tel: 01643 841139

2nd Wed, Anchor Inn, Exbridge

## WEST YORKSHIRE

Gordon Carr, Tel: 01535 644568

1st & 3rd Thur, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford

## WILTSHIRE

Bill Riley, Tel/Fax: 01225 863811

1st Tue, The Toll Gate, Holt, Trowbridge

## WYVERN

Steve Pighills, Tel: 01902 672479

Every Thur, 10pm, Potter's Rose & Crown, Colley Lane, Halesoven



# TRAIL

MAY, 1996

No. 213

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

EDITOR: Michael "Nettlebed" Pedley.



Not The Alps - The Roman Road at Bainbridge - Map 98 - 882870

Ian Wright on his XR250 January 1995. Sent in by Phil Lord.

## CONTENTS

Editor	3	Visit to Wales	11
Group News	4	Various	12
Ramblers caught ...	5	Weak Points	13
Officers Report	6	Positive Coverage	13
Motorcycle Enthusiasts	7	Cheap Chain Oiler	14
BMF News	8	Letters	15

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



## TRF OFFICERS

- CHAIRMAN** ..... Tony Stuart, Cambrea, Worthy Hill, Trebetherick, Wadebridge, Cornwall, PL27 6SG. Tel/Fax: 01208 862960.
- DEPUTY CHAIRMAN** Brian Wright, 3 Kensington Terrace, Sanderstead Road, South Croydon, Surrey, CR2 0PJ. Tel: 01679 63373 (Sun-Tue), 0181 686 3458 (Wed-Sat).
- PUBLIC REL. OFFICER** Mark Holland, Corn Farm, Devauden, Chepstow, Gwent, NP6 6NS. Tel: 01291 650240 (weekends only).
- MEMBERSHIP SEC.** ... Graham Stratford, 38 Thornton Crescent, Old Coulsdon, Surrey, CR5 1LH. Tel: 01737 553599.
- SECRETARY** ..... Dave Clegg, 10 Hardwick Road, Pill, North Somerset, BS20 0DG. Tel & Fax: 01275 373652.
- TREASURER** ..... Tim Ley, 17 Heigham Close, Shelton Lock, Derby, DE2 9QF. Tel: 01332 704748.
- EDITOR** ..... Michael Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe, Lancs., BB7 4JF. Tel & Fax: 01200 445657.
- RoW OFFICER** ..... Steve Neville, 19 Henley Deane, Gravesend, Kent, DA11 8SU. Tel: 01474 332785.
- BMF LIAISON OFFICER** ..... Derrick Collins, 11 Grangewood Road, Wollaton, Nottingham, Notts. NG8 2SJ. Tel: 0115 9282806.
- KEEPER OF STATIONERY** ..... Aelwood Finch, 8 Hallowell Down, South Woodham, Ferrers, Chelmsford, Essex, CM3 5FS. Tel: 01245 329118.
- KEEPER OF DISPLAY BOARDS** Jeff Ward Ltd., Grettton Road, Weldon, Northamptonshire, NN17 3HY. Tel: 01536 267036 or Fax: 01536 408787.
- TRF MERCHANDISER** Richard Tallon, 5 Danvers Road, Corsham, Wilts, SN13 9LP. Tel: 01249 715426.

T.R.F., P.O. Box 196, Derby DE1 9EY. Telephone: 01274 870162.

## MAGAZINE ADVERTISING

### \* DISPLAY ADS:

Please Phone for rates:

Alan Wilkinson, 29 Christopher Close, Heckington, Sleaford, Lincolnshire, NG34 9SA.  
Tel/Fax: 01529 460793.

### \* MEMBERS CLASSIFIED ADS:

3 lines - FREE OF CHARGE/Trade £5

Send To: THE EDITOR \*Enclose membership number or a cheque for £5.

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

## EDITOR

As I type this article I am looking out of the Nettlebed rear window. Stretching out below me are beautiful green meadows littered with the first daffodils of spring. Lambs are frolicking with each other as their mothers graze close by keeping a watchful eye on their offspring. In the distance, the meadow gives way to the more rugged but equally beautiful scenery of the Yorkshire Dales. All around, the trees are covered in bright green buds, the sky is a lovely shade of blue with the odd wispy white fluffy cloud drifting gently across this serene English landscape.

"Has the Editor finally flipped?" you are no doubt asking yourself. No! Just playing it ultra-safe as it were. You may recall, in last months Editorial, I dared to mention the words MAG and Hell's Angel in the same paragraph and since then I have received a not inconsiderable quantity of mail pointing out the error of my ways, so I thought it best to stay away from anything remotely contentious for at least a month!

But please, boys and girls, did you miss the point? (If you did it was perhaps my fault for not making it obvious enough), I was merely having a dig *at those in our ranks* (if there are any) who may still hold such stereotyped views of MAG and

the great world of motorcycling in general, which some of us now sadly rarely experience and thus probably feel somewhat remote from!

Strange thing is though, I regard myself as a motorcyclist pure and simple and as such I do not seek to distance myself from ANY other motorcyclists, be they MAG members, moped riders, superbike riders or even Hell's Angels!

MAG, the BMF, the TRF and many others fight for the rights of motorcyclists in their own way.

One right we have never had to fight for in my lifetime however, is that of 'FREE SPEECH'.

Me? I'm off on the Coast-to-Coast, see you next month brothers (and sisters).

**NETTLEBED**

### ESCAPE TO THE SUN!

We offer trail riding at its best in southern Spain the whole year round.

- \* Transfer from and to Malaga airport
- \* Bed & Breakfast in comfortable apartments directly on the beach
- \* Superb trails from sea level up to 11,000 feet
- \* Yamaha XT600E or TT600 with unlimited mileage included

### PRICES FROM £599 /WEEK

Guided one week tours through southern Spain, Portugal and Morocco (2 weeks). Our special Christmas tour offers the opportunity to participate in the support of the Granada-Dakar raid.

P.S. The company is owned by a bavarian called Footsie "but I hope you won't hold that against me!"

For further information and a brochure call or fax to:

**SIERRA NEVADA ADVENTURE TOURS SL**  
Apartado 529, E-18690, Almuñecar, Granada.  
Tel. & Fax: 00 34 58 63 51 23.



## GROUP NEWS

### SUFFOLK GROUP

It still exists ... just. There have been suggestions to wind it up due to lack of interest, but we are carrying on regardless. The 1994 Chairman, the RoW Officer and the Treasurer have not rejoined and there are now just 10 members paid up for '96 - double figures though. The AGM was held on 24th April, 4 members and 3 ex-members attended and the following positions filled by default (own fault for turning up):

*Chairman/Group Rep/RoW Officer/Secretary/Run Co-ordinator/Bottom Wiper:* Richard May (01787 374073) (2nd term).

*Treasurer:* Gordon Greenfield.

*Committee:* Peter Mumford and John Williamson.

Some members of the group have been busy marshalling at horse events, but lack of support has led to the use of non-members. Therefore it was decided that in future marshalling will not be done in the name of the TRF, to the detriment of group funds and kudos. To make it more interesting, there will be no more manning road crossings and much more riding on the day.

The large number of horse events and small number of members has led to a dearth of organised runs in 1995 (two I think). Hopefully this will improve in 1996, in an attempt to attract members who don't like marshalling. The 1st evening run should have occurred by the time you read this.

SCC have been spending lots of tax payers money trying to keep motorbikes off green lanes. According to Joe Greaves (THE London Gazette reader - there surely isn't another!), we get the most TROs in the country - 'what's going on down there?' Thanks for the cuttings Joe, SCC seem to have stopped writing to us. We have co-operated, offered assistance, objected where necessary and been completely ignored. However, are things about to improve? An objection and appearance at a TRO PI by a certain Mr. T. Stevens seems to have rattled a few cages. There is talk of 'voluntary restraint', 'seasonal TROs', 'selective TROs' and even 'review of existing TROs'. It's a pity they didn't pick up these ideas when we suggested them, we might not have lost so many members, along with our lanes.

A few members (and ex-members) are still meeting at The Manger each month and we need more. We will welcome anyone (from Suffolk or elsewhere) who wants to talk bikes and lanes.

### 1996 HORSE EVENTS

June 1st/2nd	West Stow
June 15th	Hockhamwoods, Bury
June 22nd/23rd	Puddingstone, Thetford
July 5th/6th	Bacton, Stowmarket (BBQ ride)

July 27th/28th	Euston
August 3rd/4th	Thornham, Eye
August 10th/11th	Anglesway (venue unknown)
September 21st/22nd	Raydon Airfield
October 5th/6th	Rendlesham Forest, Woodbridge
November 16th/17th	Thetford Forest
November 30th/1st	Kings Forest

Peter Mumford (01473) is your man.

### 1996 RUNS (PROVISIONAL)

May 15th	Evening	September 1st	Day
June 12th	Evening	September 29th	Day
June 30th	Day	November 3rd	Day
July 17th	Evening	December 29th	Day
August 14th	Evening		

## RAMBLERS CAUGHT WITH PANTS DOWN

It was a gorgeous, bright but cold, day on the Welsh green lane and I was enjoying an afternoon midweek run on one of my favourite routes. I had passed one or two walkers already and now approached a party of about twenty mature males; I slowed and we passed amiably, the tail ender asking if I could stop for a minute. I did so and he explained his request - just over the brow ahead of me were the remainder of the party, the ladies "with their knickers down" (his words). We chatted a couple of minutes and sure enough the ladies of the club, from a nearby town, appeared, having by now "adjusted their dress(es)" - after much jocularly we parted, chickling. Thank you, rambling people, for a humorous interlude.

*Ken Jones, Cheshire*

## EXECUTIVE MEETING NOTICE

The venue for our next executive meeting on  
**Saturday 8th June at 10.30am** will be  
The Barn Beefeater and Travel Inn,  
Stratford Road, Hockley Heath,  
Solihull, West Midlands  
which is on the A3400 between Junction 4, M42  
and Junction 16 M40



## OFFICERS REPORT

### RIGHTS OF WAY OFFICERS REPORT

It's been said before, but we in the TRF are sometimes all too ready to look at the negative side of everything. Public Inquiries recommending RUPPs to bridleways, TROs being applied *carte blanche* on our favourite lanes. Ever increasing insurance, mega expensive trail bikes approaching £4000 just so you can wreck them the first time you go down a green lane. Is it all worth it?

I say yes. We know the secret of exploring the countryside. On a motorcycle, specifically a trail bike. Country lanes which are a pain to drive in a car, with blind bends and having to reverse half a mile for someone coming the other way, are no problem and fun on a motorcycle. You are actually *in* the countryside and not just getting a cinema like view. Walking is actually pretty dull. You need to get to where you're going to by car anyway. In spite of the Countryside Commission's vision, public transport is a pretty naff way of getting to your favourite paths. Horses are so esoteric, impractical and expensive as a way to explore green lanes as to be a no goer. Carriages need huge logistic support and are potentially hazardous if not marshalled. About the only other candidate for the "best way to see the countryside" is the mountain bike. But whilst I am a keen born again cyclist, riding green lanes in the winter is virtually impossible. Climbing hills are not much fun either, neither are head winds. Nope, the trail bike wins hands down in my view.

So there you have it. We know the secret. Should we tell everyone else? Would they listen? We are still riding green lanes 25 years after the TRF was formed, and 100 years after motorcycles were invented. What IS the problem?

#### Suffolk

Still no news on the Otley Byway TRO but it looks like they are going ahead.

#### Kent

Have just turned a short footpath into a byway and TROd it. Why bother? What a pathetic waste of public funds.

#### Surrey

The Hurtwood byway has been properly marked to define the route.

#### All the other lanes in counties I have not heard about

... are still open. We can still ride well over 6000 miles of green lanes plus the country lanes in between.

#### Other places

We can also go and ride lots of places in Europe.

Next month: are carriage drivers our friends or enemies?

Steve Neville, National Rights of Way Officer

## MOTORCYCLE ENTHUSIASTS

### WORLD POLICE MOTORCYCLE ROAD RACE CHAMPIONSHIPS AUGUST 9th, 10th, 11th, 1996

As a motorcycle enthusiast you must have craved for an event combining a bike show coupled with exciting racing. Well here's good news for you!

On the weekend of 10th - 11th August, Donnington Park will host an event where all aspects of motorcycling will be promoted. The famous circuit will echo to the roar of Honda CBR600s as 100 entrants from 16 countries thunder around the track in the World Police Motorcycle Road Race Championships.

In addition Classic and Italian machinery will be featured in the "Forza Italia Festival", which is being staged in the UK for the very first time. Race enthusiasts can look forward to a dazzling variety of events.

Gary Rothwell will be on hand to amaze us with his motorcycle stunts; and also the owners clubs will get an opportunity to lap the Donnington circuit.

Dominating the infield events will be a solo and sidecar trial when riders will ply their skills against a specially prepared course combining natural and man made sections. We, as the TRF will hopefully help run a trail bike trial, or exhibition trail run, as well as the display stand. (We need more help and stand volunteers please). Also the Lings Motocross Display Team will display their spectacular aerial skills. Most, if not all riders groups and owners clubs will have hospitality parking at the infield, and also off road dealers will display equipment and clothing.

The main motorcycle show over Saturday and Sunday will be housed in the Exhibition Centre.

Bargains and discounts on clothing and accessories will be offered by major manufacturers and dealers on the Trade Stands. The Police in their efforts to cut crime and prevent road accidents will display the latest technology, and a panel of road race stars will be happy to answer visitors questions. Also within the Exhibition Centre area there will be a Vintage Japanese, and Italian concours competition, and owners clubs are actively encouraged to take part.

The most important event is that the Owners Club Rally will be held on the 33 acre site, where food, drink, and entertainment will be available over the whole weekend. Also shower blocks, toilets and catering. Entertainment will include at least live bands.

Indications are that between 20,000 and 30,000 will attend. The entrance will be £6.00 on Saturday and £8.00 on Sunday and £13.00 for a weekend pass for the rally site to include admission to the races as well. As the organisers are a non profit making enterprise - ALL proceeds will go to motorcycling related charities, such as Jumbo, NABD, and Riders for Health.

The general idea is to promote motorcycling as an enjoyable, safe, secure and exhilarating pastime.

So come along and have a great weekend out - if only to support your local TRF group.

Kevin Marsh



## DESIGN DIRECTIVE DANGERS

According to research carried out by the BMF, the EU 'Directive on the Registration of Designs' could have dramatic and far reaching effect on the costs of motorcycling.

Under the Directive, which has now received its first reading, original equipment manufacturers (OEMs) will be entitled to up to 25 years design protection against anyone making pattern parts, but under amendments tabled by the EU Parliament this would be replaced by OEMs being able to claim 'fair and reasonable' remuneration from the makers of pattern parts.

Already concerned at the high price of some OEM spare parts, the BMF says that whichever proposal is adopted, the cost of replacement parts is likely to increase.

This will result in increased insurance rates due to a combination of higher repair costs and higher levels of motorcycle theft prompted by a demand for cheap secondhand spares.

While recognising the need for manufacturers to recoup design costs, the BMF will be pressing for a comprehensive review of pricing structures to ensure that replacement spares are reasonably priced and that the EU principle of an 'open market economy with free competition' is maintained.

*Perhaps copies of the following could be displayed on TRF Clubroom noticeboards Nationwide.*

## BIKES IN BUS LANES. A PERMANENT SOLUTION say BMF

Today's decision by Avon County Council to agree to the permanent use of bus lanes by motorcycles in Bristol has been welcomed by the BMF, as has Avon's further recommendation that the scheme should be extended throughout the soon to be restructured county.

A prime mover in persuading Avon to introduce experimental use last June, the BMF see this as an important step in widening the use of bus lanes in towns

## THE WEST

### SOMERSET HOTEL

When thinking of visiting Somerset or Exmoor, try us for your accommodation requirements. We are experienced in hosting TRF members and can offer comfortable accommodation for up to 22 riders. Wholesome food in substantial proportions and secure parking for your bikes in our own courtyard which is locked through the night.

*All this for £15 per night B & B, half board £22.50 inc. 3 course Evening Meal*

Contact us at:

**Swain Street, Watchet,  
Somerset TA23 0AB.**

**Tel/Fax: 01984 634434**

and cities throughout the UK.

A reduction in the motorcycle accident rate over the past eight months helped to allay police fears that there could be dangers in allowing motorcycles to use bus lanes and therefore their earlier objections were withdrawn.

Already in discussions with several local authorities and environmental pressure groups, the BMF will use the Avon example to reinforce its campaign to get the powered two wheeler (PTW) fully accepted as a legitimate part of the congestion solution.

## POLITICAL LOBBYING STILL No. 1

In the biggest membership survey in the BMF's 36 year history, political lobbying still features as the most important reason for being a member of the BMF.

Reported fully in the March/April edition of the BMF's Motorcycle Rider magazine, over 3,000 replies were received to questionnaires sent to a sample of 10,500 members throughout the UK. Amongst points revealed are that Hondas are the most popular bike at 25% and 62% own a bike of 750cc or above. Interestingly, over 83% of members also own a car and only 10% use their bikes mainly for commuting. Leisure use at 52% reflects current trends while 48% take their bike abroad. Nearly 60% though covered relatively low annual mileages of between 3 - 6,000 miles p.a.

BMF members are experienced riders with the majority of members, 75%, having held a full license for over 10 years with 22%, a very high figure, having taken an advanced test.

While 76% of respondents expressed an interest in motorcycle sport, the International Motorcycle Show still proved to be the biggest draw at 68%, followed by the BMF Rally at 54%. Personal demographics show that over half the membership are in the up to 40 age group, 60% are married and 66% earn more than £15,000 p.a.

## BIKE USE IN LAKE DISTRICT

Following publication of the second wave of consultation papers on the Lake District Traffic Management Initiative, the BMF is pressing for motorcycling to be acknowledged as a legitimate outdoor

### IN CHAINS

**HUGE DISCOUNTS**  
on top quality chains & sprockets  
for all makes & models ready for  
immediate despatch.

TYPICAL PRICES (INC VAT & P&P)  
DEPENDING ON MODEL:  
428 CHAIN KITS £25 - £32  
520 CHAIN KITS £36 - £44

All kits supplied with either long  
lasting steel or rental alloy rear  
sprocket & heavy duty chain.

**RENTAL BRACED BARS £20 - £22**



Gasket sets from £8  
Brake pads from £10  
520 'O' ring chains £44 - £48  
Fork seals from £7 pair  
Clutch/brake levers from £4



**BREAKING VARIOUS MOTOCROSS  
BIKES FOR SPARES**

**01425 474800**



pursuit in keeping with the nature of a National Park.

While access for pedestrians, cyclists and even tourist coaches is addressed in the document, recreational motorcycling/motoring is ignored. In its submission the BMF points out that the transfer of the road network increasingly towards pedestrian use is unfair when pedestrians already have the widest network of routes available to them.

Encouraging motorcycle use could ease congestion problems say the BMF by aiding traffic management not increasing it. Geoff Wilson, BMF Director of Touring and a member of the Land Access and Recreation Association (LARA) said: "Motorcycling has a close affinity with the great outdoors and the BMF wants to be an active partner in this initiative, not a defensive opponent. This being recognised will promote the cause of motorcycling."

### FERRY FARES UNFAIR, BMF TELLS COMMISSIONER KINNOCK

By withdrawing solo rider fares and charging for a minimum of two people, ferry operators are effectively operating a cartel against the solo rider, says the BMF in a strongly worded letter to EU Transport Commissioner Neil Kinnock.

This follows a survey of the brochure rates of the five big ferry operators (and those of Le Shuttle) carried out by the BMF after numerous complaints from its members. Out of 22 routes out of the UK, only eight now offer solo rider rates and

none of those cover the most popular crossings to France. In fact of the eight, Stena Sealink and P & O offer six routes to Ireland; P & O one to Spain and North Sea Ferries one to Holland.

According to the ferry companies most people travel two up and will gain by the revisions, but no company has yet been willing to provide figures to support the claim.

The BMF are also considering taking the issue to the Office of Fair Trading but in the meantime are urging riders to contact the ferry operators and copy any replies to BMF headquarters.

*Issued by Jeff Stone, Press and Public Relations Manager, 0121 709 1040.*

# FALCON

## BRITAIN'S No.1 REPAIR SERVICE

- \* ALL TYPES OF SHOCK REPAIRED
- \* SHOCK MODIFICATIONS, REVALVING, SPECIAL SPRINGS
- \* SPECIAL SHOCKS BUILT TO ORDER
- \* NEW TWIN SHOCKS FOR TRAIL, TRIAL, GRASSTRACK & ROAD
- \* THREE MONTHS GUARANTEE ON ALL REPAIRS

ACCESS C.W.O. C.O.D. VISA

UNIT 5, RYAN BUS. PARK,  
SANDFORD LANE, WAREHAM,  
DORSET, BH20 4DY.  
Tel: 01929 554545.

## VISIT TO WALES

I dashed home from work on Friday night. I loaded up my car with my bike-bits, and pushed my bike to the front of the house. My two travelling companions, Andy and Mark, arrived just in time. My bike completed the trio of bikes on Mark's trailer. We hitched the trailer onto my car and loaded their gear. We were ready for Wales!

We arrived at Dick Sutton and Ann's farm at about 7.00p.m. Ian Wright and Phil Lord had already arrived. They took some time off work to get an early start. Andy and I had volunteered for second sitting. Martin Davenport and Alan Ogden were due to arrive between 8.00p.m. and 8.30p.m. Unfortunately, 'due to circumstances beyond their control', they only arrived at 9.40p.m.! We certainly enjoyed our 'tea'.

The farm had two unusual creatures... one was a three legged sheep dog called Flash, and an 18 stone ram called Arthur!! The dog was very friendly and VERY active. The ram was too! In fact it took a shine to several members of the party. It isn't easy persuading an 18 stone beast to desist!

The experiences we had over the weekend are too numerous to mention, but I will try to include all I can. Dick took us on some very interesting routes. He has lived in Dolau (Nr. Llandrindod Wells) for many years. Consequently, he is allowed to use some concessionary routes. In fact an area of one farm is known as 'The Playground'... and what a playground! You could spend all weekend on this mountain alone. Hills, trails, trials sections, streams, rocks, etc., etc.

The Claerwen Road and Strata Florida were great. It was a pity the TRO stopped us using the Monks' Trod.

Dick took us on some wonderful trails, always respecting others, stopping to have a chat whenever appropriate. Dick worked for Castrol during the heyday of British motorcycling. He also competed at International level. As you can imagine, his tales were both informative and interesting. Alan Ogden had a puncture on Saturday (later in the day, so nothing spoiled). However, when mending the puncture on Sunday Ian noticed a damaged mounting. The shocker mounting needed some repair, and we only set off about 11.30a.m. on Sunday morning. Otherwise, there were no more problems. With Ann's breakfast we didn't need a lunch stop. We just had some tea and cakes each day at lunchtime.

During the weekend we saw sheep, Red Kite (quite unusual in the border country), sheep, buzzards, sheep, squirrels, sheep... oh and some sheep too. Joking apart, I really enjoyed the buzzards. We watched them from a vantage point where you could see the river Wye meander down the valley near Erwood. Watching those birds carry out their courting display using the thermals in the valley was a sight I will never forget.

There is no way that this letter can do justice to that weekend. Ann and Dick live, breath, eat, drink and love motorcycles. The food, the accommodation, and the hospitality were superb. Try it! It's a brilliant weekend. Telephone 01597 851200 (Penybont 200). Highly recommended! Many thanks to Mark Philips (The Captain) for contacting me and giving me the info. about Dick's place. Without your help none of the above would have happened.

*Alan Hodson, Manchester*



## SHEEPWATCH ON RADIO 4

Just to let you know I sent in the TRAIL article about Sheepwatch to Farming Today, and there was a mention of it in their News Roundup on the 6.10a.m. Radio 4 Programme in the first week in March.

*Regards, Steve Pighills*

## LARA NEWS

### CLA - LARA 'RAPID RESPONSE' SCHEME STARTS

The first of April, perhaps a less than auspicious day to start a new venture, was day one for a venture between LARA and the Country Landowners Association. The scheme allows farmers and users alike to report any problems on green lanes to a central contact, and have them investigated. This, it is hoped, will reduce frustration all round, as no longer should there be any tendency to call on the local police, the parish council, the nearest magistrate, and Uncle Tom Cobley. None of them can really help, but all of them become wound up in the process. Problems involving vehicular use, whether by laners or farmers, should be reported to **Mr. George Dunn of the CLA, on 0171 235 0511.**

Have ready the grid references of the lane and any other relevant details, including a phone number where you can be contacted.

## HAMPSHIRE LANES April '96

Readers would be well advised to keep a close eye on proposals by the Countryside Commission to promote 'Greenways' and 'Quiet Roads'. Vehicle users do not appear to feature in these proposals and as LARA's Information Officer, Tim Stevens, put it - "This does not seem like priority being given to some, but the rights of others being taken away."



*is on the move!*

From 1st May 1996, FEM's address will be:  
Rue des Champs 62, 1040 Brussels, Belgium.  
The telephone and fax numbers will remain the same -  
Tel: +32 2 648 3996 Fax: +32 2 640 8108

## WEAK POINTS

I have a Kawasaki KMX200 A3, owned from new and used on surfaced and unsurfaced roads. It is an easy bike to use and I have been generally very pleased with its performance, but there have been some problems. I know this is a popular trail bike so I think the following story might be of interest to your readers.

At about 20,000 miles, the engine started to vibrate at speed and there was a rattle from the clutch side at tickover. First inspection revealed that the rubber mounting of the balancer idler pinion had broken up, causing the balancer timing to slip. The real source of the trouble was that the bearing in the centre of the clutch basket had broken up. This allowed the clutch to run off-centre, damaging the idler.

A replacement clutch basket costs about £150 and the centre bearing is not available as a separate part! The solution was to make a replacement phosphor-bronze bush, and fix it in position in the clutch basket with Loctite Bearing-fit. I turned the part on a lathe at work but any small engineering firm could make one very easily.

I would advise anyone with a KMX showing these symptoms, or finding any metal or rubber particles in the transmission oil, to check the clutch-basket bearing. Any delay could wreck the bottom end.

There is another problem with the KMX200 which I know is common. The original KIPS valves were made of aluminium alloy, and if they stick half open, they can overheat and melt! With luck, the pieces are blown out of the exhaust and the engine still runs, but will not give any power above about 8000 rpm. Kawasaki now supply steel replacement valves.

Some owners might attribute the loss of power to a coked exhaust! Even with the steel valves fitted they should be checked and cleaned every three to four thousand miles.

Other popular machines must have their weak points, which only show up in later life... How about a series of articles! I am sure that TRAIL has many readers who would be glad to share their expert mechanical knowledge.

*Brian Johnson, London*

## POSITIVE COVERAGE sent in by S. Craven

The following question and answer snippet were in the April edition of Country Walking - who said the TRF never gets positive coverage in the Walking Press?!

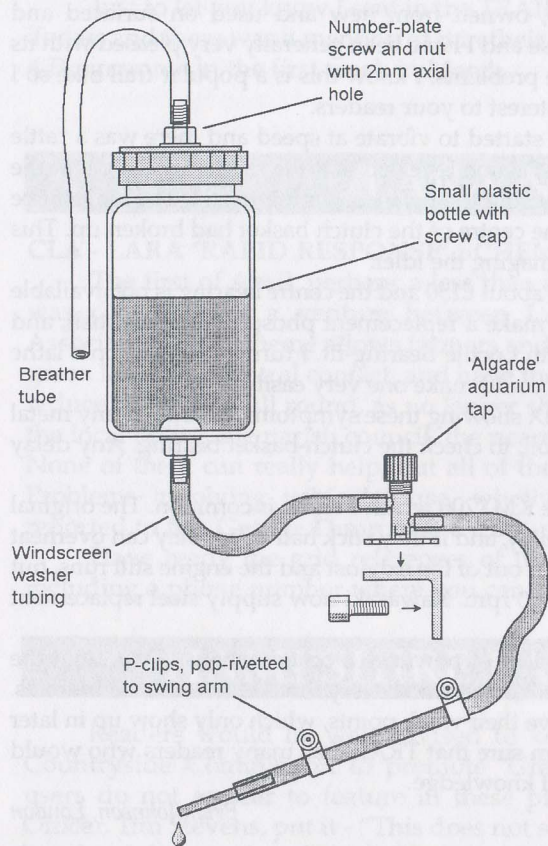
**MOTORCYCLES** What's the legal position regarding the use of footpaths by motorcyclists? *Tim Wood, Southport.*

It is illegal to ride a motorcycle along a public footpath unless you have a lawful excuse. One excuse is that the path is an ancient highway for vehicles. This can occur because the definitive map only shows minimum rights. Many byways are omitted. Without asking the local authority you can't be certain that motorcyclists are breaking the law. Members of groups such as the Trail Riders' Federation are usually courteous and will explain why they are using a path. *Stuart Craven.*

← Let's all continue to be courteous! Ed.



## CHEAP CHAIN OILER



The cheap chain oiler is for people who would like a Scott Oiler but would rather pay £4 than £54 for one. I've fitted an example to all the bikes I've owned (apart from the R80G/S and the GT750) and can confirm that it is more effective and simpler to use than any aerosol can or stir-fry chain dip. It also helps to waterproof the garage floor if you forget to turn it off.

A suitable translucent plastic bottle with smart, green screw cap and integral o-ring seal can be found at many camping shops. It can be fixed to the frame, inside a faring or wherever using nylon cable-ties and home made bracketry. Drill 2mm holes through the length of the number plate screws, 6mm holes in the cap and assemble both screws and tubing using an epoxy adhesive to prevent seepage.

The tap is made by Algarde and can be obtained from shops selling aquariums. It can be attached to the frame or pillion footrest hanger with the aid of

more home made bracketry. I've found sections of 1" x 1" aluminium angle useful for this. The taps come with a double sided adhesive foam pad but this really needs to be backed up by small cable ties or screws.

The nozzle can be made to feed onto the side of the rear sprocket using a small sheet aluminium bracket, pop riveted to the swing arm. The actual design is very much dependent on the particular bike. The tubing can be attached to this bracket using small cable ties (what would we do without them?). Alternatively, the nozzle can be made to feed on to the top of the lower chain run by passing it through a hole drilled through the nylon rear sprocket guard (as found on DR350s, etc.).

Once in place, fill the bottle with clean (yes, clean) engine oil, open the tap, bleed the system by blowing through the breather (yes, clean) and away you go. The best way to avoid forgetting to turn the tap off is to deliberately slow down when you turn it on. Leave the oil to flow for a mile or so then turn off and return to normal speed. Double check the tap at the end of your journey.

*Dave King, Lodden Vale Group*

## LETTERS

### REPLY TO SALLY MADGWICK

In answer to Sally Madgwick's "What's in Your Bum Bag?" Down here in Surrey, we usually carry with us:

1. Copy of The Times
2. A small bottle of Perrier Water
3. Mobile Phone
4. Gold credit card
5. AA/RAC Membership card
6. One or two smoked salmon sandwiches
7. A few tissues
8. One or two wrong sized spanners

*Droftarts Maharg*

### REPLY TO (NO PROBLEM, LANCS GROUP) TRAIL 210

What a nice man he must be? Talk about one sided, big headed what with "I have made my view felt' and 'proper bike' 'and those of us who understand'. His letter made me angry enough to respond. Firstly if those enduro bikes are so bad why sell them to TRAIL RIDERS. Secondly surely any bike can be ridden too fast and be too noisy if the owner is a fool and does not care. So don't blame the bike, blame its owner.

Also I would like to tell you about my recent conversion of a CanAm Bombadier Moto Xer and also thank my mate Dave Jennings for the excellent job he has done on the above bike.

"Thanks Dave for a great job". The CanAm was purchased as a basic Moto X bike, and for less than £100 is now fully road legal with a 12 volt battery, ignition switch with key, elec horn, kill button, dip and main beam back light, brake light and charging system. Also it is very quiet. Although it is a tall bike, it is comfortable, light and above all QUIET and is a Trail bike in every sense of the word.

Keep up the good work and happy trail riding.

*Dave Hughes, North Midlands Group*  
PS If anyone would like info on the conversion, they can call me any time on my mobile No. 0402106490.

## POA

Racing Supplies

SHOP Mon-Sat 9am-5pm. Phone till 9pm

Tel/Fax 01257 450660/453385

FOR ALL YOUR ROAD/OFF ROAD NEEDS

18ltr fuel tanks £155  
Acerbis Bush Guards £42  
Copy Bush Guards £23  
Hand Guards from £10  
Fork Seals £5.75 per pair  
Scott bum bags £24.70  
HI-TEC bum bag £45  
Normal bum bags £16  
Fender bags from £14  
Rental bars from £26.50  
Sprockets from £6.60  
Camelbaks large £35.50  
Dunlopads/EBC/Ferodo £16  
Low DB muffler £73  
Exhaust packing £4  
Spares for helmets, boots, Goggles, roll-offs POA

Doctors Lane,  
Ecclestone,  
Chorley, Lancs.  
PR7 5QZ.

Enduro Jackets POA  
Boots AXO, Alpine-Star, SIDI, WULF, Gaerne  
Helmets Bell, AXO, CTS  
AGV, Bieffe Premier  
Clothing AXO, UFO  
WULF, Answer, Bieffe  
Jackets W/P from £33  
Trousers W/P from £23  
Jackets inc. armour £115  
Rear fender/light £16  
Headlights from £23  
Chain 520HD from £31  
Seat covers from £29  
Sump guards from £40  
Barum tyres from £28.50  
T/R Decal kits £38

MAIL ORDER SPECIALIST  
FULL LIST SAE PLEASE





## AN OPPONENT TO OUR CAUSE

I read with interest the letter from Geoff Wilson in the January issue of TRAIL. I do not know Geoff personally but I have nothing but admiration and respect for all the good things he has done for motorcycling and trail riding, in particular. However, I wonder if Geoff has failed to recognise an opponent to our cause.

This clipping is the editorial from the March 1996 issue of MTB Pro, a mountain bike magazine, which includes a quotation from Alan Kind, another leading light in the TRF. I have to agree with Alan on this one as landowners seem to have too much power already. If you are not convinced just substitute "trail rider" for "walker" or "biker" in the editorial.

TRF members in the North East of England have experienced intimidation by hired hands and numerous blockages of legal green lanes by padlocked gates. Interestingly, many of these lanes cross grouse moors where as much as £1000 per day may change hands for the privilege of wielding a shotgun. This type of action makes it hard to believe that any organisation primarily concerned with the right (rite?) of landowners to perpetuate cruel and archaic "country pursuits" would have the interest of a couple of thousand motorcyclists (if that) very high on its agenda. This flimsy PR job by The Times' editorial team simply reflects the interests of the wealthy who form a large proportion of this papers readership.

I am also concerned at Geoff's remarks regarding pressure groups. As TRF members we are hardly part of the "establishment" and have much more in common with some of these pressure groups than he seems to acknowledge. The point Geoff makes about the threat to democracy is invalid. The people concerned with the Countryside Movement have little concern for democracy but simple seek to protect their privilege. The likelihood of such an organisation restoring any balance to the debate is ridiculous. These people wish to denigrate the work carried out by the pressure groups as they realise how successful the campaigns have become.

The TRF should regard the Countryside Movement with caution.

*Rick Parker, TRF West Yorkshire Group*

## Blood on the tracks

Late last year ads in national newspapers announced the arrival of a new lobbying group: the Countryside Movement. Far from being an organisation about fluffy little chicks, cute foxes and the pleasures of walking or biking over hill and dale, the Countryside Movement, say its detractors, is a cover for pro-blood sports enthusiasts. And made up as it is of major landowners, the Countryside Movement is expected to fight tooth and nail any attempts to increase public access to the hills.

Critics claim the Movement is not all that it seems. Although the organisation is fronted by the Liberal Sir David Steel, another director is the Duke of Westminster, one of the richest men in Britain and owner of huge tracts of rural England where walkers and bikers are banned. Alan Kind, mountain biker and Chief Executive of the Byways and Bridleways Trust, makes no bones about his opposition: "Looking at the people behind the Countryside Movement, I cannot believe it will seek to improve public access. No, it will be a very effective propaganda machine for the anti-access alliance."

MTB Pro will be keeping an eye on the Countryside Movement and we'll let you know should they express any anti-mountain bike sentiments. The Countryside Movement will soon know whether to be friendly to us or not because in their first mailing to ad respondents they had a tick-box on a questionnaire: 'Do you ride a mountain bike?' Maybe their supporters will swamp them with 'yesses'.

## TUBE TRAIN?

The following may help to explain why I am a little apprehensive regarding the subject of spare inner tubes.

Seven years ago, early morning fog dictated a quick change of arrangements and a journey of 145 miles. During the journey my 18" rear tyre, fitted with 21" inner tube on my last run as a last resort, crawl back home, temporary fix, deflated instantly on the Oxford ring road. I had forgotten the quick fix and the tube manufacturers instructions to make sure the tube size matched the tyre size.

For those weighing up the "pros" and "cons" of having a single 21" inner tube as a Bumbag spare in emergency for either wheel, might I recommend that potential danger and legal implication be given the greatest consideration.

*Derrick Collins, E. Mids. Group*

## A JOURNEY WITH A MISSION

Trudi and I are contemplating a rather longer than usual run - from Lands End to John O'Groats using as many green lanes as possible en route. This would be a journey "with a mission", ie a sponsored charity/TRF fund raising epic.

We are hoping to gain information from the various groups whose 'territory' we'll be riding through. Your contribution could be anything from marked up photocopies of maps to a hot bath! We hope that group members might ride with us

for the day or weekend, thereby saving us much time on navigation and lead us to recommended purveyors of refreshment, places to camp, etc.

Are there any other female members out there interested in doing the entire trip? Without wishing to appear sexist, we thought the fund-raising publicity aspect might be more effective if it was just a "girlies" core group completing the whole run.

As yet our plans are somewhat vague to say the least, but we're considering three weeks in August this year and hoping to get some kind of transport back - (any ideas?)

We may be completely mad, but we'd appreciate any help, contacts, info, etc. Please give us a ring on 01453 751560 or 01452 728609.

*Many Thanks, Jacky German (Glos. and W. Midland Groups)*

### CHAINMAIL

CHAINS & SPROCKETS FOR THE OFF-ROAD ENTHUSIAST

**SUPER VALUE KITS**

QUALITY & SERVICE COSTS LESS WITH CHAINMAIL

Sprockets & Kits for ALL MX/TRIALS/TRAIL BIKES

#### TRAIL BIKE KITS

ALL MODELS	HD KIT	OT KIT
50/80 (420)	£36.50	-
100/250 (428)	£41.50	£71.50
200/600 (520)	£52.75	£79.50

BIG CHAIN (520) conversions for MTX, XL, KMX, DR, DT, XT as 520 kit.  
\*DID Standard chain take £4.00 off HD Kit.

DUNLOP DISC PADS  
EBC DIRT BIKE SHOES

\*KIT PRICE INCLUDES VAT, P&P  
\*PAY BY CHEQUE/VISA/ACCESS  
COD SERVICE £4.50 extra  
\*GOOD CHOICE OF RATIOS  
\*SAME DAY DESPATCH

Rental MX/ENDURO KITS

### TALON

'GOLD' TRIALS KITS

Brook House, Brookhill Road,  
Cophorne, Crawley,  
West Sussex RH10 3QJ

Tel: 01342 717182  
Phone 9am to 9pm  
for personal attention





## CLEAN LIVING, CLEAN THINKING!

Without wanting to tarnish my image of being anything but a clean living clean thinking minor member of the TRF I was somewhat reluctant to start my literary career in becoming involved in the pros and cons of being abreast. However, Steve Neville's article on TROs in Essex in last months TRAIL struck some sort of psychological chord when he quoted from the order which stated, "... no person shall cause any vehicle having more than two wheels abreast to proceed ...".

Rushing to my well thumbed copy of Nuttall's Dictionary I was relieved to discover that not only did 'abreast' mean 'up front' and 'ahead' but it was also defined as 'side by side' and 'in a line'. Having spent many interesting hours trying to guide sidecar outfits along lanes they were patently not designed for, and having studied their undersides at regular intervals, I can vouch for the fact that their wheels are not in a line or side by side and that the ladies of Essex will still be able to watch their men folk performing antics in them because of that.

*Geoff Brookes, Shropshire*

PS Not wanting to be thought to be sexist, I accept there are many Essex girls as well who get their enjoyment in 'Green Laning' in their combinations.

PPS Trikes only have two wheels abreast so Steve's daughter Sarah is OK after all.

## A RELIGIOUS EXPERIENCE

On a Sunday in February I suffered a puncture almost at the summit of Shap Fell on the M6 motorway on my way south from Penrith to a joint session of trail riding and walking in Grizedale Forest in the Lake District.

The reason for the puncture was that I had set out from home on a tyre that was too soft. At motorway speeds the wheel rim spun inside the tyre and the valve pulled out. Of course I should have known better ... but who ever learns to be sensible all of the time?

Half an hour of dirty hands and barked knuckles later a new 400 x 18 inner tube was in place and I was on my way to Grizedale again.

The reason for the afternoon being split between riding and walking was that part of the purpose of the afternoon was to take a look at the Bethacar Moor area of Grizedale which was subject to a local voluntary restraint agreement as part of the ongoing Hierarchy of Trail Roads Initiative in the Lake District.

The restraint exercise was not being totally successful. It was being ignored or defied, and on two occasions the restraint notices were removed. We are not sure that the restraint notices were clearly enough positioned, or that the signs were removed by vehicular users or other users who just didn't like the initiative of the move. It is clear that for the future voluntary restraint will require more specific application, perhaps with the assistance of lift up barriers carrying the restraint signs, in order that defying the request will require specific lifting of a barrier rather than just a convenient turning of a head away from a sign fixed to a fence or gate post.

As we walked it was apparent that two three month periods of restraint had

achieved nothing in terms of self regeneration of the track, and that other action would be necessary to make progress within the aims of the Hierarchy initiative.

But what was this in the grass some way from the route of the track? A brand new, neatly folded, never inflated, 400 x 18 inner tube, freshly fallen from a trail rider's belt or bum pack.

So we know that on Sunday 18th February (or maybe the day before) at least one trail rider defied the voluntary restraint agreement on Bethacar Moor and rode well clear of the defined road. Part of me says I hope he had a puncture on the way home!

For me, I ended the day even so far as inner tubes were concerned, and just a little wiser about trail riders and the business of trail use management. Is that justice? Who knows?

Although data gathering is itself a very difficult exercise, it is apparent that trail bikes and 4 x 4 users are equally responsible for defying the voluntary restraint and diverting onto virgin areas of the moor. Whether such transgressions are blatant acts of irresponsible defiance, simple expressions of need, or innocent oversights are issues which the Hierarchy of Trail Roads initiative is addressing.

*Geoff Wilson, Cumbria*

## COLD HANDS/FFF SYNDROME

As someone who habitually suffers from the cold, especially cold fingers and rides in all weathers, I have a few ideas on the subject. On my road bike (Guzzi V50) I too have handlebar heaters like Garry Watson fitted to his Serow, and unlined handlebar muffs. So far these have been very good, they are much cheaper than heated grips and last much longer. They do take longer to warm up and I still find I need thick winter gloves but most TRF riders are less Poikilothermic (cold blooded) than me.

I was going to fit handlebar heaters to my XT350 however the small internal diameter of the Renthal Bars means that the heaters won't fit. I would like to fit handlebar muffs over the Acerbis handguards but I'm not sure which type would fit, they must also allow easy access to the grips due to the frequency with which hands are needed for removing/replacing goggles, hand signals, etc.

I also use an electrically heated waistcoat on the Guzzi in the coldest weather, this is excellent but does require you to "plug in". If used on a trail bike plugging and unplugging could be a pain on lanes with a lot of gates but the extra warmth could be very useful on the long tarmac bits.

On to another aspect of comfort. I do quite a lot of road mileage on the XT, including the National Rally last year. The biggest problem is the minimal padding on the seat. I presently tape some Karrimat type padding on to the seat for longer journeys. Has anybody else addressed this problem, and with what success? Has anybody tried the airseat sold by M & P?

*Andy Killingbeck, Oxford Group*



## BIG GREEN MACHINE

Having owned a Suzuki DR350 for three years I was ready for a change. The search was on for another trail bike but I wanted one that was Tarmac/Trail friendly. The search started both looking and reading articles and as often is the case I came back to the first one seen and researched.

The DR350 sold and following a great deal and excellent service from Pidcocks of Derby (thanks Mark) I collected the new green machine a Kawaskaki KLX650 CZ. My first impressions "too nice to get dirty" and "what a big one!" The first couple of months were gentle as I was undergoing physio then shock horror 3 months without a ride following surgery (yes it was a trail riding injury). Finally after a couple of months regaining confidence and with a lot of encouragement from fellow trail riders the Steed was tamed it was time for a real test. I decided to visit my friend Dick Sutton at Pen Rochal Farm in Wales. Two and a half hours on tarmac Derby to Dolall, what fun, plenty of power, good brakes and suspension (upside down forks) the only fault on tarmac the KLX likes to be above 3000 rpm so open road its at its best.

Whilst staying with Dick I had two full day outings the usual hill climbs, steep descents, mud, loose stones and deep deep water, plenty of low end power and control, good ground clearance in fact the best way to ride the KLX650 I found was to imagine it was a 250. Yes the weight dictates that it its going its gone, but all in all a great dual purpose bike the advantages outweighing the disadvantages, and finally after the DR350 the electric start completes a BIG dream green machine.

*Mark Phillips (The Captain), East Mids TRF*

## POLICE MOTORCYCLISTS AT OXFORDSHIRE TRF MEETING

At our meeting in April we had an interesting contribution made by two motorcyclist instructors from the regional Police Driving School. As well as adding a bit of variety to our meeting, I think it did no harm as a bit of PR.

It took some months to set up, as when requesting for a police motorcyclist to attend our meeting I first contacted the Regional HQ, only to be told to contact the Traffic Unit and this led to making contact with the regional Police Driving School. However, as each time I sent a letter which included a bit of information about the TRF, plus some of the TRF leaflets, one advantage of the indirect route was to be

able to present a positive image of the TRF to various parts of the Thames Valley Police Force.

The two officers who came to our group meeting brought one of the police bikes along and showed how their police Honda ST1100s have been custom built to suit their needs. Nowadays such customising is done on a special production line at the factory in Japan, rather than after buying the bikes.

Back indoors they described the sequence that officers go through before getting to ride one on duty. Officers have to be on the force for 4 years before getting a chance to ride on duty, and what the training entails. First, officers must complete 3 weeks of standard training for "panda" cars. Later on, the next stage is 4 weeks of advanced training on cars, next comes a 1 week course for pursuit training. Eventually budding bikers get 3 weeks on bikes and cover about 1500 miles a week during bike training.

They pointed out that the cost of putting a PC on the road on a bike has to be carefully justified, as for not much more 2 officers could be out in a patrol car. A typical police rider does about 20,000 miles a year, but they said that the police work only starts when the rider gets off the bike.

They offered a different perspective on the thorny issue of the reason why many bikers feel they get picked on by police, saying it is a simple fact that the cost of insurance means that an increasing minority of bikes are not properly insured. The consequences of accidents involving uninsured bikes are easy to imagine, and the only deterrent is to ask bikers to produce their documents.


They finished with some sensible tips on safe riding; in all, a very good session - other groups may want to try something similar.

*Pat McGuire, (PRO, Oxfordshire Group)*

## MACHINE MEMORIES (or MACHINE MEMORABILIA)

It all started with the birth of 'Number One Daughter' in 1978.

She used to wake every hour, on the hour for her first 18 months ... so Dad had to get away from it all once Mum had escaped on Sunday morning on the horse. So my first trail bike, a Suzuki TS125 was bought from a neighbour for £150. It was a sweet little bike but some hooligan had sprayed it gold and green, albeit to a half decent finish. So when a lower mileage absolutely original model came along,



OFF ROAD TYRES  
AND ACCESSORIES

*Get Some Grip On The Trail With*

**Barum** Quality Trail, Trial, Enduro & Mx Tyres by Mail Order

Enduro Tyres (6 Tread Patterns)	C20	130/80-17	\$40.50
	C24	120/90-18	\$31.00
	C21	110/100 -18	\$32.00
	ED93	120/90-18	\$37.00
	C14	4.00/4.25-18	\$30.00
	S27	3.00-21	\$23.00
Trials Tyres (Hard/Soft Compound)	TR1	4.00/4.10-18	\$31.00
	TR1	3.00-21	\$24.00
Trail Tyres	M13	4.00/4.10-18	\$26.00
	M13	2.75-21	\$22.00
	ED9T	120/90-17	\$38.00
The ULTIMATE tyre for small trail bikes <b>NOW IN STOCK</b> →	S25A	110/90-18	£28.00
Comp. Heavy Duty Inner Tubes		4.00/5.00-18	£ 8.60

Enduro tyres are NOT embossed with "Not for Highway Use" or "NHS".

Prices are inclusive of V.A.T.  
Carriage charges - 1-4 tyres £4.50  
5+tyres FREE

This is a small selection of the extensive range of tyres available. For more details and a copy of the fully illustrated price list

**EAST MIDLANDS TRF MEMBER**

**Telephone : 0194 985 0530 (anytime)**

## Sprockets & Chains

Renthal steel front and alloy rear sprockets - J.T and Chiaravalli steel sprockets - DID, RK and Regina chains (standard, heavy duty and O ring) - special rear sprocket manufacturing - 520 conversions.



Station Road Potterhanworth  
Lincoln LN4 2DX

Phone 01522 791369 Fax 794262



Golders Green was sold on.

The new TS125 had been owned by two older boys and turned out to be an excellent buy. However, I fancied a less buzzy four stroke and bought my first, a 1976 Honda XL250 ... which turned out to be a disaster! Having once dehydrated myself on the 'original' Banbury Lane and revived myself with the first aid hip flask, I fell off on the road and the front end heavy animal had to go. Scanning through the local paper, I found an original 1978 Yamaha DT125 complete with an enduro badge!

At the time, Yamaha had a good reputation for trail bikes and the DT lived up to it well ... however not quite enough cc's... So along came an excellent 1976 Suzuki TS185R which turned out to be unbreakable. With Pirelli trials tyres fitted, it could be power slid from one side of Abthorpe Lane to the other with the throttle against the stop in fourth gear! Great!... However, having watched Yamahas' slow motion video about monoshock rear suspension I was convinced this was the way to go and a 1980 DT175MX, just 12 months old and with only 1200 miles on its clock was purchased for £1250.

It turned out to be as wonderful as the video showed it to be but having covered a lot of miles and with a good deal of dirty lanes under its wheels, I saw a punter advertising for a DT. I rang him and a good deal was done! Another good deal followed soon after and I swapped a Mini for a 1978 Honda XL250K c/w Beetle muffler which made it twitter like a GoldStar.

This XL felt very crisp but was still front heavy, so along came a 1980 Yamaha XT250MX, yes ...with 1200 miles and 12 months and at £1200 ...this nearly new machine ran like a turbine and would do 80...mpg. Alas, it was sold to make way for a family combination in the shape of a Honda 550/4 with a Squire child/adult Palma sidecar.

All good fun but I was then feeling like a duck out of water so I bought a 'Proper Job' in the form of a 1984 Yamaha IT175 Enduro. This was the business! However, like all thoroughbreds, it needed full bloodied enthusiastic riding and it did wear out rather quickly. Sold on!

Next, there came a GoldWing Combination with all the right bits including an intercom which could be unplugged when the kids got cheeky ...ha ha! Then along came what turned out to be possibly one of my best all rounders, a 1988 KMX200. Again, just over a year old, all taxes paid, £1300 and 1300 miles. This excellent machine did a lot of work right

up to 14000 miles when the base gasket blew, (no problem to cure). I then exchanged this for a 1992 XT350, absolutely as new and sounding very crisp. A good all rounder but I had to adopt a more relaxed riding style. The XT was exchanged for a new Triumph Triple without losing too many pounds.

So, here we go again, I found a 1983 Suzuki TS125 that had been standing for ten years but with only 3300 miles on its clock. It turned out to be a good little bike, I sold it on to a lady after I'd run it in for the second time!

I then came across a 1988 Honda MTX125 that had stood for a year, had done just 7500 miles and was at the right price. This bike did the White Peak Trial and the Coast to Coast and proved to be very reliable for day to day use. After many miles, it started to smoke a bit so it had to go and make way for an ex Mick Hulbert Suzuki DR200. This is alright, but does nothing particularly well, oh! I've missed out the KMX125 which I owned about 3 bikes ago...

No rush no more.

*Nip, (South Northants)*

## CLASSIFIED

**PROVENCE B & B** Wonderful views, weather and food. The best biking in Europe, road or trail. TRF Members. "La Traversiere", Route Du Vieux Village, 26110 Condorcet, France. Tel/Fax: 75 277568.

**FOR SALE** Armstrong MT500 Rotax. '86, 12 months tax & test. Very reliable and bullet proof. £1050 ono. Phone 0402106490, North Staffs.

**EXMOOR BORN AND EXMOOR BRED**, I know Exmoor, And My Name's not Fred! Come to **Exmoor for Good Trail Riding**, I will be your leader and my wife your cook. Weekends only. Telephone to book. 01643 841139. We will be pleased to accommodate you.

**WANTED** Large capacity (15 ltr approx.) fuel tank for a 1990 KTM LC4 600, part no. 580 070 13100. Tel: Mark 0181 207 2448 eves.

**KAWASAKI KLX 250R** Enduro model "L" reg. 2500 miles green lane use only, excellent condition. £2250. Tel Bristol 0117 973 2103.

**HONDA XLM600** wanted in good condition. Tel: 01923 854192 (Herts).

**SUZUKI DR200 "Q"** reg, MOT & taxed till Nov '96. Renthals, Acerbis Bark Busters, £1100 ono. Tel: 01527 404864 evenings (Redditch).

**WANTED** XT600Z Tenere. 1984-87 with kick start and electric. Tel: John 01565 722692. KMX200 MOT, taxed 7500 miles, vgc £1350. KLX250 prepared for enduro. Trail ridden only for 6 months £2900. YZ250, vgc £950. BMW PANNIERS for RS or RT as new. (Cost £375) £240 the pair. Tel John 01565 722692.

**FOR SALE** blue and white MX4, large helmet £35. Dark blue large TT leathers nylon suit £35. Red/white size 9 Frank Thomas enduro boots £30 or £80 the lot. Tel: 01332 874947.

**SUZUKI DR200 "F"** reg, just had complete overhaul, with spare tank and other trail bits. Good condition. 12 months MOT. £1150 or part exchange XR250. Cash either way. Tel: 01200 445657.

**ISLE OF MAN TT WEEK** lift wanted for bike only from South East/Midlands as I can't get space on the boat for my trailer. Will share costs. Tel: Gerard Moore 01727 847727 h, 0171 831 2000 w.

**TRAIL RIDE IN ITALY.** There is one space left now for 11/7/96 until 21/7/96. Must have good reliable bike. Phone Phil for more details 01287 634972.

**FOR SALE** Kawasaki KL250 service manual, £5 + P&P Tel: 01332 874947 after 6pm.

**WESTFIELD FARM**  
Haworth,  
West Yorkshire

**Bring the family to West Yorks.  
& your bike too!**

Wendy & Gordon Carr have 5  
high class Cottages on a hill  
farm with plenty of family  
interest in the area, but better  
still, hundreds of miles of Green  
Lanes within riding distance.  
We'll mark your maps.

*Short lets in Winter,  
Weeks only in Summer.*

**01535 644568**