

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, Warnley 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 Swan Public House, Great Eastern,
Nr. Dunmow

GLOUCESTER

Wayne Little, Tel: 01452 611735

1st Tue, Painswick Institute, Painswick, Glos.

HERTFORDSHIRE

Colin Adlam, Tel: 01727 875618

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

ISLE OF WIGHT

Mick Holbrook, Tel: 01983 866361

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

KENT

Jeff Hayward, Tel: 01322 863521

2nd Tue, Pied Bull, Farmingham, 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, Baginall & 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

Tony Broughton, Tel: 01200 423239

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

SHROPSHIRE

Lynnton Powell, Tel: 01743 358423

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
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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, Woolston, Wellingborough

WEST MIDLANDS

Dennis Hayter, Tel: 01527 523550

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, Troobridge

WYVERN

Steve Pighills, Tel: 01902 672479

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

NORTHUMBERLAND

Printed by Ellison Printing, Rishton, Lancs. Tel: 01254 883208, Fax: 01254 887999.



Patron: Lord Strathcarron

TRAIL

AUGUST, 1996

No. 216

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

EDITOR: Michael "Nettlebed" Pedley.

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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, Mobile: 0831 467273.
- 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, Mon., 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, Bristol, 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., Gretton Road, Weldon, Northamptonshire, NN17 3HY. Tel: 01536 267036 or Fax: 01536 408787.
- TRF MERCHANDISER** Rob Sawyer, 22 Gloucester Close, Weedon, Northampton, Northamptonshire, NN7 4PA. Tel: 01327 341255.

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

EDITOR

The newspapers are currently full of the 'gun debate' with Labour politicians urging the Government to heed public opinion and ban handguns.

You may or may not have an opinion on this but did you see the piece in Motor Cycle News (14/8/96) calling for a ban on all motorised vehicles on all unsurfaced roads! Quite who is calling for this ridiculous ban is not made clear but there is a clue - vehicles are banned except with the specific permission of the landowner!

How this is achieved is not made clear. Does each and every one of us have to knock in turn on the landowner's door in turn on the day. He could live hundreds of miles away, or are we expected to write a grovelling letter in advance asking for permission to do what we already have a RIGHT to do?

The Government has promised to consult interested parties. The Ramblers, the landowners and hopefully us. That looks like the odds will be seriously stacked against us but like the gun owners, the law is clearly on our side.

Today its legally held hand guns which are under threat. Would the public, if asked, also vote to ban motorcycles? After all what good do they do? They kill people, they are noisy, and cause a nuisance in the countryside. Bit like guns really.

Sorry, I've just realised, we're back to doom and gloom again.

NETTLEBED

FRONT COVER PICCY

*George Gordon clears a section
in Ribble Valley Group's
Trail Bike Trial.*

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EAST MIDLANDS TRF MEMBER

Telephone : 0194 985 0530 (anytime)

CHAIRMAN'S REPORT

As I journeyed by train from Cornwall to London for a Liaison Meeting at CLA Headquarters, with the CLA, the NFU and LARA, it brought home to me what a green and pleasant land we live in - and what varied scenery. It is most important that those who wish to get out into the countryside, whether on foot, bicycle, horseback or like us using a vehicle, should not lose any of the rights of access that we are fortunate to have.

The TRF now has its very own Mobile Exhibition Unit! Well actually it's an old caravan with awning generously donated by TRF member, Roger Fowler. It is currently being painted in very pale green and will have dark green vinyl graphics of our logo and name prominently displayed on each external face. Inside is now devoid of furniture except for the cooker and sink - we have to be able to make tea! It will also contain a portable table and chairs which can be used either inside or in the awning. The interior walls will be covered in green material so that photographs or other display material, as appropriate for the Event may be Velcro fixed to the walls. There is also mains electricity, as well as 12 volts, wired in which will allow for flexibility of operation, including hopefully the showing of our OWN video at a future date.

All being well it should be ready to attend the World Police Motorcycle Road Race Championships at Donnington on the 10th and 11th of August. This will be in addition to the 40 foot curtainside trailer that we will also be using for display purposes.

At present the caravan is residing in my drive, but ideally it should be located as centrally as possible in the country, so as to make it readily accessible for any Group that wishes to use it for a Show or Event.

Later in the year we are arranging a trail run with our Patron, Lord Strathcarron, and other members of the All Party Parliamentary Motorcycle Group, of which Lord Strathcarron is Chairman. This Group is comprised mainly of Peers, with a few members from the House of Commons and some from the European Parliament. Lord Strathcarron will probably write a report for a motorcycle magazine and has agreed in principle for us to have a reporter and photographer from a National newspaper there to record the event. Let's hope we get them all home intact - or it could be bad publicity!

As an astute and eloquent member of my Group put it "personalised number plates are only bought by people with more money than sense". Nevertheless it has been noted that he now rides an XR sporting the number H2 TRF. Various TRF numbers are obtainable from DVLC at Swansea on 0181 200 6565 and range in price from £250 for various numbers between 2 and 20 on A, H, J, K, L, M and N plates up to £500 or £999 for some of the 1 TRF with certain prefix letters.

Anyone contemplating buying a new bike after the 1st August could have P2 TRF through to P20 TRF for £399.

Tony Stuart

RIGHTS OF WAY OFFICER'S REPORT

The Department of Transport has just issued a consultation document (dated 1st August) entitled Vehicles on Byways. It refers to the Rural White Paper (Cm 3016). The Government acknowledged the concern that exists about damage and disturbance caused by the inconsiderate use of motorised vehicles on byways. It continued:

"It has been suggested that the Government should introduce general legislation to protect byways, by banning motorised vehicles from them except for access to property. We do not believe that a conclusive case has been made for such action. Nevertheless, we will discuss the issue further with Local Authority Associations and others with an interest, to see whether general legislation may be desirable."

This is a serious threat to our pastime and more widely, the issue of access by wheeled vehicles (notably of the powered variety) to unsurfaced highways in the countryside.

More encouragingly it seeks our comments on the difficult issue of access to the countryside and protection of the local environment but realises that there is no simple answer. England and Wales are covered but it states that since there is no conflict of byway usage in Scotland (as they play a larger part in the normal road network) there are no plans to change anything there. S'funny but I didn't think there were any BOATs in Scotland! The consultation document does not appear to be clear on its definitions.

It asks if there is a need for change? TROs are discussed. There seems to be some suggestion to use temporary TROs more. Fine, but what about getting rid of some of the permanent ones first? I think flexibility may be an answer. They also realise that stopping motorcycles also impedes horses, a point in our favour.

Our views are requested on enforcement. This is also a point in our favour, as quite rightly the government realises it is a waste of Police effort stopping the odd vehicle using a byway due to some idiosyncratic regulation

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rather than dealing with murder, rape, robbery, drugs, violence, fraud and a host of other crimes.

The term byway without the *open to all traffic* bit is suggested. OK, but one suggestion is that it would mean that unless it was tarred it could not be used by a motor vehicle. How much tar is enough? Think of those roads that are partially tarred or given a surface of loose grit. Farcically it suggests that to close such a byway which has a bit of tar it would have to be untarred!! It's all a good excuse to allow highway authorities to renege on their duties to maintain the highway. None of it seems to hit the real issues of damage and destruction to green lanes, encroachment, ploughing, obstruction, and abuse by agricultural and forestry vehicles.

All this would require a change to the Wildlife and Countryside Act 1981. The suggested changes are messy. A byway would have non-exercisable vehicular rights unless the council came along and tarred it. This would ruin the character of our green lanes, something which the consultation ostensibly seeks to preserve.

RUPPs reclassified to byways would immediately lose their exercisable vehicular rights; a paradox if I ever saw one. Object to RUPP reclassifications because they may prove vehicular rights?

More signs would have to appear explaining what could and could not use a route. More aluminium scrap cluttering up the countryside.

Whilst the consultation discusses motorised vehicles there is some scope for exemptions. For example motorcycles could be excluded from a blanket ban. Byways open to all bikes for instance! Non-motorised vehicles are not under threat, yet. In other words, look out mountain bikers and carriage drivers, you're next.

I have sent a holding reply with several copies of the *Strategy for Green Lanes*. It might give them some better ideas. We will be replying in full before the 27th September deadline.

Further information in LARA News.

Kent

There is to be a Public Inquiry for Drake Lane on Tuesday 8th October in Hollingbourne. At the moment this is an unadopted road, i.e. not on either the definitive map or the list of streets. Evidence is required, especially those who may have used it before the late 1980s; and yes KCC want to TRO it afterwards. *Steve Neville, National Rights of Way Officer*

MORE SIGHTS ON THE TRAIL

Think about the benefits of a quiet exhaust. I bet I've given more people a start through stealth than I would if I were using a race pipe. Many is the time I've sneaked up on unsuspecting sheep, deer, rabbits, owls, foxes and even a buzzard. I once remember a group of us catching some sort of large duck unawares in North Yorkshire. It took off and flew along the forest road at an altitude of 4ft at around 15mph with us about 3ft behind it. Ungainly and slow it was, we followed it for 200 yards or so and could have reached out and touched it with ease. With a wingspan of 5ft I was thinking what a good Sunday roast it would make. It must have read my mind, slowly turning its head in mid flight and looking at us menacingly it made a good attempt at pebble dashing us with the remains of yesterday's dinner.

On a different note, I had a KMX200 that ate its "balance shaft idler pinion cush drive rubber" without the clutch bearing failing first. *Trevor Newton, Sunderland*

• USER EVIDENCE REQUIRED •

I have had a request for user evidence for RUPP 207 in the North York Moors National Park (NYMNP) from Karl Gerhardsen at NYMNP. The PI is being held in September. I am happy to co-ordinate any responses you have but he is also happy to receive completed user evidence forms direct from yourselves. You can contact me at LARA, PO Box 9, Cannock, Staffs., WS11 2FE, Tel & fax: 01543 467218. Stuart Jerram from Teeside and N. Yorks is also happy to deal with any user evidence you may have in relation to this RUPP. Stuart can be contacted on 01609 748488.

Caroline Garfield, LARA Motor Recreation Development Officer

URGENT RESPONSES TO THIS ARE REQUIRED

NOTICE: PARKA MOOR - TRO

All TRF members considering visiting the Lake District are asked to respect this TRO. It has been put on for the sooner of 18 months or until repairs are completed. The damage, mainly by 4WD, is so severe that working parties have been arranged with the British Trust for Conservation Volunteers and the user groups.

If you would like to help with repairs please contact the Cumbria Group representative - Roger Harris, Tel: 01539 725198.

The National Park in conjunction with LARA, Cumbria County Council, The Sports Council, TRF - Cumbria Group and various user and motor interest groups have produced "The Lake District Green Road Code for Vehicle Users". This sort of open-minded co-operation is to be welcomed. The Lake District NP is perhaps foremost in Britain in developing practical 'management' schemes for 'green lanes'. Much of the credit must go to Geoff Wilson of LARA and the TRF.

Other National Parks are recommended to find out about experiences in the Lake District. *Mark Holland, National P.R.O.*

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It is generally thought that the MTX125 is a rather poor tool for serious off roading, this may well be so but it does possess very good steering, suspension and brakes and with these features in its favour can be made to perform quite adequately.

I bought mine with only 1300 miles on the clock and so it can be regarded as pretty well brand new when I got it. The first think that I did was to remove the two handle bar mirrors, if I was going to go over the top I didn't want to impale myself on those. I also removed the pillion footrests. I was unlikely to be taking a passenger with me and these two deletions saved 4.5lbs in weight, not a lot but every little helps.

I soon found that the Japanese Dunlop type K550 tyres that were fitted, while excellent on the road and quite adequate on dry grass or rock were totally useless on the slimy chalk of a wet Ridgeway, and when I picked up two punctures on two consecutive trips from the thorns of the hawthorn bush it was clear that something better was needed. After talking to all the tyre people that I could find at the Motorcycle Show I decided on Pirelli MT21's. These are road legal enduro tyres and while they transformed the bikes performance on mud and chalk

there seemed to be little difference on the road, any twitchiness on corners being likely to come from block squirm rather than slip.

The final mod that improved top end engine performance was to remove the restriction just inside the port end of the exhaust pipe. The inside diameter of the exhaust pipe restriction is 0.835 inches which gives a port area of 0.55 square inches. After removing the restriction by filing and polishing the diameter went up to 1.175 inches which increased the port area to 1.08 square inches, almost exactly double it's original size. This had two effects. The first was to make the engine rev much more freely so that it would go up to its red line of 9000 rpm much more readily and the second was to put about 6 to 7mph on the top speed. On a good day, with a following wind it will now show 70mph on the clock.

The improvements to top end performance have not been achieved at the expense of either lower end performance or fuel consumption, I have always got about 15 miles to the litre regardless of going.

One can't pretend that the MTX will ever be an out and out enduro iron but it does make a very nice little trailly and it has never failed me in any way in over 5000 miles of mostly trail riding.

Getting the best from a Honda MTX125

by
**R. Combley,
Oxford**

NATIONAL EXECUTIVE MEETING

It is a requirement of the TRF Constitution that National Executive Meeting Minutes are published in TRAIL. Following the publication of TRAIL 212 and there being no adverse comments i.e. abridged format, here is a highly abridged version of the Minutes of what was decided - not what was discussed verbatim on June 8th 1996. Full Minutes will be available at the next National Executive Meeting at The Barn, September 7th 1996 or from the Hon. Sec. (SAE please). Any feedback/comments on the meeting would be appreciated. NB I hope the new venue was not too difficult to find? Sorry about the luncheon confusion on the 8th.

MEETINGS TIME please note: Although the meeting got underway at 10.30 a.m., the Officers' Reports section quickly became a "Discussion Workshop" which had a knock-on effect throughout the remainder of the day, consequently we did not conclude business until far later than planned. It has been suggested that at future National Executive Meetings we also set a finish time of 4.30 p.m. and that Officers are allowed to give their Reports without interruption.

*David C. Clegg, TRF Hon. Sec., 10 Hardwick Road, Pill, North Somerset, BS20 0DG.
Tel/Fax: 01275 373652. (Does it NEC VI, NEC CLAM, NEC PRECARIO)*

8th June 1996: The Barn, Hockley Heath, Solihull

Present: See Attendance Book

Apologies: See Full Minutes

1. Minutes of Previous Meeting: Accepted as true

1a. MATTERS ARISING - ACTION POINTS:

- RoW: S. Neville - being kept informed of Group RoW Officer changes but needed a volunteer for East Sussex. "TRF RoW Strategy" launched at LARA Conference - copies now available from S. N.
- TREASURER: T. Ley - a breakdown of fees and where the money goes will be reported in TRAIL.
- GROUP TERRITORIES: "Non-County" Groups have yet to be defined. Please Info Hon Sec.
- DIRT BIKE SHOW: R. Marshall - to negotiate reduced stand fee or joint/shared stand. J. Ward - requested funding for stand lighting - *APPROVED*.
- TRF TRAIL RIDING BOOK: I. Thompson - budget and viability report required.
- MEMBERSHIP: G. Stratford - Joint Membership motion to be put to the AGM.
- REGALIA: R. Sawyer - co-opted as TRF Regalia/Merchandiser. Richard Tallon - given vote of thanks for all his efforts over past years.
- BMF: AGC (12/9/96) TRF to attend with 5 delegates. D.C. to notify BMF HQ of names.
- POLICE MOTORCYCLISTS RACE DAY(S), Donnington: K. Marsh requires volunteers to help: 9, 10, 11/8/96.

2a. OFFICERS REPORTS:

- HON. SEC. (D.C.) Happily able to report that a Regalia/Merchandising Officer had

been co-opted and the existing stock transferred and some new stock ordered. TRAIL to advertise TRF regalia in every edition. The new venue (The Barn) was deemed satisfactory by most present - but in the unlikely occurrence of attendance by all Group Reps there may not be adequate seating at the main table.

- **TREASURER:** (T.L. report presented by Hon Sec) General status of all A/Cs satisfactory. The influx of new members helping funds. Insufficient take up of the Bursary Fund has led to a surplus being transferred to the General Fund.

- **MEMBERSHIP SEC:** (G.S.) Membership currently 1530 with 237 new members so far this year with numerous enquiries in the TRF adverts in TBM and TMX. Also Groups appear to be persuading "lapsed" members to rejoin. NB: Data Protection Act - TRF Membership list should be confined to TRF use/info only.

- **RoW CO-ORDINATOR:** (S.N.) Reclassifications, TROs and S116s are currently the three threats the TRF have to deal with - Cams and Bucks C.C. especially with S116 (stopping up). Groups must carry out research at a local level to ensure carriage way rights exist. NB: Bursary Funding available for work researching into, and fighting these problems.

- **PUBLIC RELATIONS:** (M.H.) There is a need to budget for PR material for the larger events including a new, general leaflet and extra copies of TRAIL - order via Graham Stratford for extra print runs.

2b. CO-OPTED OFFICERS AND PROGRESS REPORTS

- **EQUESTRIAN EVENT LIAISON:** TRF Contract/Guidelines - Colin Patient/Norman Howard - not present.

- **TRF TRAIL RIDING BOOK:** Ian Thompson - not present. Viability/budget required before proceeding.

- **TRF INTERNET/WEB "PAGE":** Steve Neville to co-ordinate. Pat McQuire to trial.

- **DONNINGTON POLICE RACE TRF STAND/SUPPORT:** progress report by Kevin Marsh - not present.

- **DISPLAY EQUIPMENT:** Jeff Ward requested display lighting and TRF Banners. Purchase *APPROVED*.

- **DIRT BIKE SHOW 1996:** progress report by - see Matters Arising.

- **BMF:** Derrick Collins not present - report by Richard Marshall. Is the BMF losing its direction?

- **RALLY:** 18/19th May 1996 wet and windy. (Sold out of TRF Woolly Hats!) Deemed successful.

- **TRF COAST TO COAST RUN:** report by - no representative or participants present.

3. Groups

3a. GROUP AGM RETURNS:

- 1995/96 some appear to be "missing" (in action?). Nat Hon Sec requests "mid-year update" of ALL Group Committees/AGMs held over the last year. Would Groups without County names or boundaries define "Territories" for Inter Group liaison purposes and dealing with Highway Authorities - the TRF needs 100% UK coverage.

3b. NEW GROUPS:

- Establishment of and approval by TRF Nat Exec - Presentation by Group Reps and Nat Exec Meeting and Group "Territories and Responsibilities" to be defined by Groups and Nat Exec. A possible amendment to Constitution required. *ACTION: D.C.C.*

4. Bursary Fund

- Bursary Sub-Committee: Membership of, current Awards, future allocations.
- Use of Bursary Fund for general Rights of Way work and furtherance of the TRF

cause was discussed.

5. Members' Interests

- Members individual interests/aims, committee seats and memberships of organisations to be declared where the member is sitting as "the TRF Representative" - possible amendment to Constitution?

6. RoW: "Strategy For Green Lanes"

- Current distribution: Group RoW Officers. Costing/exercise to distribute a number to other Group Officers.

7. Revision/update of TRF Publications

- TRF National Bulletin - TRAIL - standardised/two column layout discussed. Decision deferred due to absence of "Ed." M.P. and F.E.

- Sub-Committee set up to look at all TRF Publications.

- Future TRF publicity material and TRF Hand Book reprint required in revised and updated format.

- NB: P.O. Box 196 etc. to be included on all TRF printed literature, letterheads, etc.

8. "TRF" and Logo

- Registration under TM Act '94 deemed too expensive. *ACTION: D.C.C.*

- TRF TRAIL v "TRAIL" (Walkers magazine) - Trade Mark registration of name - too late.

9. TBM

- Ads and Liaison. Any TRF members contributing to TBM to stress the importance of joining, i.e. TRF Membership for all trail riders. *ACTION: All Members.*

10. Membership

- Joint/Family and Life and Associate Membership. Motion for 1996 AGM. *ACTION: G.S.*

- Review of Life Contribution and long term annual/advancing age discount. *ACTION: T.L.*

- Membership Drive: National and Group. Is everyone trying to "Get One In" Campaign?

- Possible postal vote for AGM motions - will NOT be pursued.

11. Co-opted Officers

- Positions to be confirmed on an annual basis by Nat Exec Motions for AGM.

12. Adoption of:

- "NEC VI, NEC CLAM, NEC PRECARIO" as TRF motto. Insufficient knowledge of this legal maxim and of availability of stickers. Further publicity to be given. Possible Motion for 1996 AGM.

AOB • The TRF (wooden) filing cabinet with historic RoW documentation to be transferred to S. Neville.

- The new Central Railway may have some impact on some TRF trails. Tim Stevens to co-ordinate.

- M. Holland to produce a new simplified TRF PR leaflet.

- O.S. LR maps will now show UCRs by the use of "●" dropping the "◆" as per LR124.

TRF MERCHANDISERS REPORT

Hello, my name is Rob Sawyer of the South Northants Group and I have taken over the job of looking after the sales of TRF logo-ed clothing, etc. Dave Clegg has been minding the shop for a while and thanks are due to him for that, but a hearty tribute must be paid to Richard Tallon for initiating the provision of TRF clothing and other stock. I am sure that everyone who has bought a mug, sweatshirt, T-shirt or whatever, will join me in saying thank you to Richard for the service and the quality of the product. I am now starting to realise the effort that went into it and will endeavour to carry on the good work.

Well the department is under new management from this issue and to mark this momentous occasion we have an advert on the inside back cover of TRAIL in the shape of an order form (Dave's idea and a good one) which you can either photocopy or cut out and send to me at the address shown.

You will see that there are some items that we have always stocked and some new ones that we will stock on a trial basis. If you have some thoughts on items you feel we could/should stock please let me know - this service is for you and needs to address your requirements.

We are low on stock of sweatshirts and green T-shirts at the moment but this will be rectified shortly and I am expecting a rush on baseball caps due to the prolonged bouts of sunshine this Summer so order quickly to avoid disappointment. If you require personalised logos (logi?) on your sweatshirt I think I may have to ask for a number to be ordered to make it economically worthwhile.

There is also a Sale or Return (in good condition) service on a selection of the goods for use as display material or for sale at exhibitions and functions. Delivery might possibly be arranged in conjunction with Jeff Ward and the exhibition equipment service which he organises.

Jeff and I, with help from Trevor Gardiner (South Northants, Group Rep), will probably take it in turns to attend Executive Meetings so the collection by Group Reps of articles ordered by members can be arranged as usual. If you just cannot wait (and I can understand the excitement and desperation created by the sheer longing for a TRF T-shirt) I can mail it to you at a cost of £1.00 per item for post and packing. Obviously, if I stock pin badges and things of that nature the p&p would be cheaper. I will be updating the order form when I know more.

I look forward to hearing from you and receiving your order. Form an orderly queue per-leeze.

Rob Sawyer

LARA NEWS

DoT and DoE Consultation: Should motors be allowed on Green Roads?

Ever since the 1960s there have been pressures to ban motor vehicles from green roads - after all, that is why the TRF was founded, to help resist that pressure. Recently, because lots of vets and landowners have bought 4x4s, we hear more of 'nasty four wheel drives' than of 'nasty motorbikes', but the reasons and the prejudice are the same. Now a group of anti-vehicle protesters has got the ear of Government, and they want to turn the law on its head. Instead of green roads being open to us (unless there is a TRO banning motors like on the Gap, etc.), they want them all to be closed to us unless the local council agree that we can use them.

You need not ask whether the councils will rush to approve our use. They have had a duty to maintain such roads since granny was a lad, and they haven't done that, have they? The roads that get damaged are the roads that they haven't maintained, and they know this, so what chance of us getting permission to show them up? And how long will it take if they do agree? Councils have a duty to deal with Byway claims, and that can take ten years, so what chance of a quick response when you want to use an old road for an event or a trail ride?

Take my word for it, these ideas strike at the roots of all motor sport. Its not just a few trail riders that will be banned, but classic trials, enduros, trials, and then how long before site based sport like motocross comes

under the spotlight? No use thinking that motor cycles will escape a problem which is blamed on four wheelers, either. Motor vehicles are what they want banned, and although bikes are not a major problem just now, lots of people will be very glad to include us in their new ban.

The answer is action, and the time to act is now. Write to the DoT saying how much you oppose the idea, and send your MP a letter asking for his support in keeping the Queen's Highway open to the Queen's tax payers. We have all kept our heads down for too long in motor sport, as we have all found that as soon as we make a fuss, somebody tries to stop us doing what we enjoy. Now, we must put our heads over the parapet, we must stand up and be counted. This isn't just a few snipers having a go at us, it is a full scale attack.

Copies of the proposals are available from LARA, along with a guide to the points you should think about when writing. Please write to: LARA PO Box 9, Cannock, Staffs., WS11 2FE.

A stamped addressed envelope will help speed things up, and remember, you don't have to be a LARA Individual Member to benefit from this service.

If you wish to join LARA, send £16 to the same address.

Tim Stevens.

Ed. - please also see
RoW Officer's Report.

.MINUTES...MINUTES...MINUTES...MINUTES...MINUTES...MINUTES..

NATIONAL AND ONE MAKE CLUBS (BMF AFFILIATED)

Meeting of Representatives held at Rugby, Warks., Saturday 27th July 1996.
Commencing at 11.00 a.m. (from notes taken by Derrick Collins, TRF)

In accordance with a previously circulated agenda, attendees were first welcomed, requested to sign in and apologies for absence were taken. Geoff Wilson then gave a report on behalf of the BMF Management Committee touching on aspects as follows: Thomas Brown, Financial Director had resigned and Sharon Nash had temporarily taken over; re two former employees claiming unfair dismissal. It appears now that it wasn't but that the manner in which it was done left something to be desired. A settlement had apparently been reached but the two claimants may make a further appeal: BMF Credit Card and BMF Gold Credit Card were doing good business but there were a few unwanted "knock-on" effects under discussion: Travel Insurance also generally good but upper age "limit" is a put off which is being addressed: Waterman Public House Warks. BMF involvement leading to "bikers charter" had raised BMF profile: European Issues - slowly, slowly, but the MultiDirective had been stalled thanks to the combined force of motorcycling groups: Management Committee were now meeting on average every second month and a separate company entitled BMF Promotions has been set up to deal with outside shows.

With some aid by Ian Sergeant, Trevor Jones patiently presented a report from The Structure Progress Group entitled "Proposals for Reform". *(Copy reproduced and enclosed for info. by permission of "Motorcycle Rider", the BMF Magazine, as published in the July/August issue on pages 28 and 29). There appeared little dissent on the preamble beginning; The BMF must be more democratic - through to - the new structure will be easy for every member to understand: however some of the subsequently emerging issues were felt to be contentious, and in particular the new proposals for membership, affiliation and the role of Clubs prompted lively reactions. Interrupted only by a lunch break the subject matter was well and truly aired! Now, but within the constraints of space I would list some opinions. The SPG proposals overlook the basic requirement that the Clubs want to remain affiliated to the BMF as they are now under the existing method: Clubs want one body to represent them and to deal with legislation. They don't really want deals with recruitment on top of "in house" commitments; an emphasis on the present two kinds of membership, namely Club and/or Individual and the need for both to be recognised and encouraged to work together to their mutual benefit and to that of the BMF: a feeling that SPG have ducked the issue by proposing to transfer the currently perceived friction between N & OM Clubs and Individual Members at Annual General Council to Regional Meeting level: Political Weighting? Currently 120,000+ but SPG plan could bring reduction: Clubs Diluted role only? i.e. to address specific club issues (SPG point 6.3): Seems to be the unspoken curtailment of Clubs unless representation better: Thanks were extended to the SPG team for their 18 month study but the meeting perceived far more cons than pros in the SPG Proposals and agreed by over a two thirds majority that it didn't meet the needs of the N &

OM Clubs as required by them to the mutual benefit of the BMF. The SPG delegates were requested to convey this outcome back to the BMF.

The next Agenda item was: to consider any alternative structure proposals: compromises were sought which might be applied to the SPG proposals in order to have the N & OM Clubs feel more of an asset but - so far without success! The ones that came to light appeared to leave the Clubs facing difficulties. However other proposals remaining on offer are the ones published this year in the March/April issue of "Motorcycle Rider" on pages 28 and 29 under the heading "An Open Letter to SPG". * TRF Officers and all area/group reps have already been circulated with same, so on receipt of today's latest report you will be able to get up and recap on the alternative proposals and, on the enclosure sent out with TRAIL Bulletin No. 213 May 1996.

Re 1996 BMF General Council Meeting Saturday 19th October, Hatfield University, Hertfordshire, 11.00 a.m. (&) consideration of any matters relating including Elections. There are some proposals to be put forward before the time limit of Saturday 7th September 1996. Under Any Other Business and in answer to a questioner posing "Where will the N & OM Clubs go if they leave the BMF?" these replies were forthcoming "The Clubs haven't proposed to walk away from the BMF, it appears to be the other way round" / "It's more a matter of checking life boats than of abandoning ship".

With Agenda Items now completed the meeting closed at 15:00 hours.

Date of next meeting scheduled for Saturday 12th October 1996.

From notes taken by Derrick Collins BMF Liaison Officer for the TRF '96



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GROUP NEWS

A small band of us hit Essex for the TRF Trial. I was the only official Suffolk member, but Dave 'the outlaw' rode down with me, through the only rain in the county. Ian, who's defected over the border to Norfolk brought his DR350 and friend, and Paul another Norfolk lad dragged out his virtually brand new fat wheeled TW200. It was a cracking day - can't wait for the next one.

Unfortunately on the evening run I was only joined by Pete - a possible new member - though unemployment and parting with £20 don't mix. We pulled in all the watersplashes I know

between Kettlebaston and Polstead via Kersey (sideways) and Hadleigh and finished in the dark for a change.

There was plenty of new metal on show at the meeting, a huge turnout, but only 3 actual Suffolk members! Chris came over from Cambridge on his new Serow - now everyone wants one. Peter and Glenys (excuse my spelling) arrived on their latest Honda 500 road bike and John had his second Frontera, yet to be christened off tarmac. Aelwood and his merry men made their promised visit from Essex and out numbered us! They invited us back to their meeting and hopefully we can organise some joint runs/events. Peter proved that romance is not dead by buying a red rose - I think it was for Glenys!

In the last TRAIL was a report of the TRF supporting a member with his court case. This is excellent news but contrasts with the support given to John from our Group. He was dragged off his bike by wire stretched across a road. The TRF said they could do nothing to help and it was up to the Council and the Police. Eventually the Council did take the landowner to court but they messed it up and although he admitted the offense, he got off on a technicality because he hadn't been cautioned. John has been considering a claim for damages to himself and his bike, but is concerned about the cost of a case. Can the TRF help?

The report from the latest Suffolk RoW Liaison Meeting has 4 TROs

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pending advertisement and nine which have received approval by the committee - what's the problem with these people?

A RoW law question. We get many footpath and bridlepath diversion notices in Suffolk. I'm sure many of these RoWs could be shown to have vehicular rights if we had the time. What happens if vehicular rights are proven after a diversion has taken place? Is the old route lost? Is the

diversion legal? Should we be monitoring and objecting to these diversions on the basis that they may be roads?

We have two Sunday runs scheduled for September the 2nd and the 29th (a week before the Edinburgh Trial so I must try to stay upright). We've had no response to the Mini-Moto evening suggestion - is anybody interested?

Richard May

A few weeks ago our president Pete Boyce was assaulted in an unprovoked attack by a landowner at Ashmore Bottom. Andrew Care and Garry Makepeace were with him and witnessed the attack. The Police were

DORSET

called and the situation was eventually resolved, but not to our complete satisfaction. Be aware of the potential problem if you ride in this area.

*Taken from Dorset Group Newsletter
July/August 1996*

Wiltshire County Council are seeking user evidence on a lane to the West of SU243547. This is on current Landrangers as

HAMPSHIRE

RUPP but is Definitive byway and bridleway.

*Taken from Hampshire
Lanes, May/June 1996
nec vi, nec clam, nec precario*

It has become obvious, due to the amount of members that are joining the Gloucester Group from Herefordshire and South Worcestershire, that there is a gap between the Gloucester Group, the Wyvern Group and the West Midlands Group.

The Gloucester Group are therefore starting to hold additional meetings in Worcester on the 3rd Tuesday of each month. Although Worcester has been chosen for the first meeting we could move to a location

between Worcester and Hereford if the demand is there.

The first meeting is on the 17th September at: The Worcester Auto Club, Tower Buildings, Perdiswell Park, Worcester.

If there are any 'lone' trail riders in the Worcester/Hereford area who would like to become involved in a group then you can either contact Dave Gunster on 01905 616400 or myself, Wayne Little on 01452 611735. Or just turn up at the meeting!

Wayne Little, Gloucester

BAN ON LEADED PETROL FROM YEAR 2000

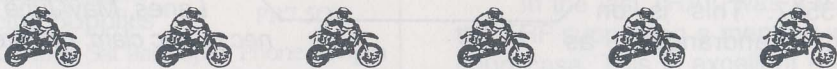
Fact Sheet 8 of the European Commission's Proposal on the quality of petrol and diesel fuel of 18th June 1996 says: *With the increasing number of cars equipped with catalytic converters the share of leaded petrol in the total pool will diminish significantly. While today the share of leaded petrol is around 30% of the total pool the estimated growth rate of the market share of unleaded petrol suggests that by the year 2000 only a very small amount of leaded petrol (2%) will be in the market. In addition, it is estimated that by the year 2000 the entire car fleet will be able to run on unleaded petrol except the so-called "Oldtimers".*



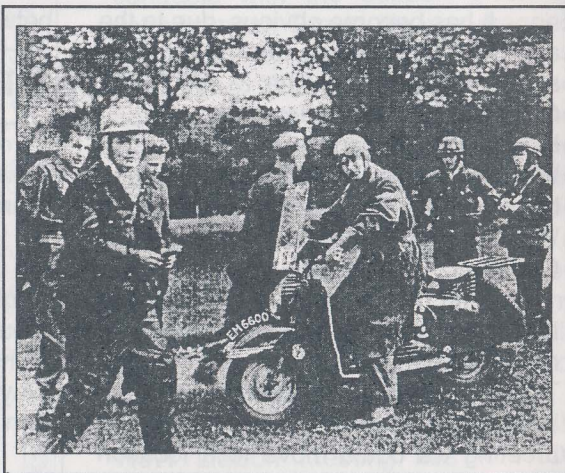
These cars can be run on unleaded petrol containing a lead substitute which can be added to the petrol tank. These lead substitutes are already available at the petrol station where they can be purchased and added by the consumer.

In the light of the above and in recognition of the significant human health risk associated with lead pollution, the Commission has proposed a general ban on the marketing of leaded petrol as from 1st January 2000. However in recognition of the fact that for certain Member States such a rapid phaseout may result in severe socio-economic problems, the Commission's proposal also provides for a limited, three year derogation.

The directive also lays down air quality objectives for pollutants: nitrogen dioxide, carbon monoxide, benzene, particulate matter and low-level ozone. FEM is interested to hear from motorcyclists who have practical experience of the lead substitutes spoken about.



For readers who aren't old enough to remember this is John Ebbrell and Rod Butterworth at the 1956 Rossendale "Enduro".



LETTERS

RE: USE OF WD40, JUNE TRAIL 1996

I work in the plastic injection moulding industry. Here we protect the moulds with water repellent protective spray and when you consider that the moulds can cost from £5,000 to in excess of £100,000 the sprays have to be pretty good!

Hence this letter - these sprays are ideal for protecting your pride and joy! They are made by several companies including Rocol, Ambersil and Thurmaturgy and unlike WD40 they don't go off, instead remaining flexible. In fact to quote the side of Thurmaturgy's "Corrotect Heavy Duty" tin, "Will protect against direct weather action for in excess of one year", no small claim!!

These "Mould Protective" or "Water Repellent" sprays, as they are generally called can be obtained from most engineering suppliers or the RS catalogue or if you have difficulty you could try the manufacturers themselves at the addresses below.

I've used them all and they perform equally well and appear to be OK to use on most plastics and rubbers, though I haven't tried them on painted surfaces; as always, if you're unsure, check the side of the can and try it somewhere unimportant first. You can also spray them onto wet surfaces though the level of protection is not as good.

A final point, they are available in several colours including clear, red, green and orange, so you can see where you've sprayed.

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Mick Emmerson, Peak District Group

WHAT A SUPERB STORY!

I've just read - for the third time - the reprint of John Ebbrell's article about touring in the Dales on a Vespa GS160, which you included in TRAIL 214 (June).

What a superb story! It must have been wonderful to explore the beautiful Yorkshire Dales in those far-off days of little traffic and few restrictions. I owned a GS160 myself in the early 1970s and remember it as a willing and economical machine on which I covered 10000 miles in a year with no trouble at all. I also had a Lambretta SX150 from 1968 - 1970 and this machine carried me and a friend of mine to France. We covered 1100 miles in 10 days and spent 37/6 each on petrol. Happy Days! We used the Lambretta to explore many of the unsurfaced roads around Dinard and Dinan in Brittany, not knowing at the time, of course, that this was called trail riding.

A lot of motorcyclists display antipathy - if not outright contempt - for scooters, something I've never been able to understand. I've owned - in fact do own - examples of both types of machine and feel they have different, if equally enjoyable, properties.

My current scooter is a Honda CN250L - the "GoldWing" of scooters - and it is brilliant for what has come to be known as "tarmac trail riding". That is, exploring the countryside, at modest speeds, travelling on minor, but hard surface, "back" roads. I'm still on two wheels, albeit small ones, but I enjoy protection from the elements and road dirt, luggage carrying capacity courtesy of the Honda's cavernous built in "boot", the comfiest seat this side of your favourite armchair and an amazing 90mpg fuel economy. Amazing because the Honda is a 250cc machine with a 60" wheelbase and weighs 375lb dry!

I'm a member of a club called "Best Feet Forward" which is for devotees of feet forward machinery with the emphasis on feet forward production scooters such as the Honda CN250L (Aka, Helia, Spazio or Fusion), the Yamaha Majesty and the Piaggio Hexagon. We had a club stand at the BMF rally where I met Paul Blezard (of TRAILBIKE magazine, amongst others). He was exhibiting one of the remarkable Voyager feet forward bikes but it turned out he owns a CN250L too. He showed me some very interesting pictures of a green lane in (I think) Oxfordshire that he had ridden on the CN250L.

So, this has got me thinking. How about some green laning on scooters? There must be others interested in this (re the letter from Leo Lacy, also in TRAIL 214). Obviously, the lanes would have to be well surfaced and relatively even to allow for the minimal ground clearance of a scooter. The next question is - if you are interested, do you know of any such lanes in the North of England?

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I'd be interested to hear from anyone who fancies a go at this rather different type of trail riding.

Paul Atherton, Ribble Valley Group

A CHANGE OF MOOD?

The last time I wrote was to criticise TRAIL for it's (in my opinion) negative outlook. So I feel it only right to put finger to key now that I perceive a change of mood. Or is it just the way that I'm reading it now?

It's good to read about the adventures of others and know that one is in the company of like-minded (dare I say equally unbalanced) souls (it must be this sunny weather) and to know that someone carries more tools than me!

Dave Cleggs Picos article explains much. Had we known that there was a reason for his vast beer consumption (The Quest for the Palatable Pint) we would never have tried to sober him up by making him ford the many deep and swiftly flowing river crossings of the beautiful Rio Frio valley aboard the cantankerous ageing U-Boat. Ever the pro, Dave produced spare dry socks from his Tardis like butty bag and muttered something about lunch.

On a different note I do not feel any contradiction in my being a TRF member and subscribing to and enjoying Trail Bike Magazine, unlike some. The more the merrier, that's what I say. Indeed on the aforementioned Spanish jaunt, both Dave Clegg and the legendary Dave "Crasher" Cornish (representing TBM) both received similar amounts of brutal (but good natured) mickey taking (it's a sign of affection... honest!), though obviously for entirely different reasons.

If we start taking potshots at each other we can only set ourselves up as an easier target for the real enemy.

Chris "Upside-down DR650" Kelley, Tyne and Wear

CAMERAS FOR TRAIL RIDING

A few months ago TRAIL ran an article about suitable cameras for taking out on to the trails. The following may be useful "consumer information" for anyone with £100 burning a hole in their pocket.

Ken Canham - the former organiser of the Coast-to-Coast run, graduated over the years from basic and disposable cameras to an Olympus Mu (pronounced "mew" and I can't find the right key stroke for the Greek letter!) which ceased working after little more than a year. Putting it down to bad luck, Ken bought a slightly less expensive Olympus AF-1 Mini Weatherproof with all the usual gizmos - autowind, auto focus, one sugar or two, etc. This worked well until one day in the rain, up on the Devil's Staircase, when the electricians cried enough with no warning - one very dead camera.

I took it in to my local (first class) camera shop who took a look and pronounced "water in the works - corrosion - caput". "I'll send it back to Olympus then", I cried. "Ken only bought it a year ago and it is supposed to be weatherproof - it says so on the front". "Ha!" spake the camera man. "I've had experience of Olympus and you are probably wasting your time".

Well I did send it back, with a covering letter explaining the circumstances and asking if they would consider repair or replacement as the unit was clearly not "weatherproof". The camera came back within a week, still as dead as the typical

rambler's sense of humour, and no note as to what or why. I called the Olympus "Customer Service Line" to be told that the internal organs were "severely corroded and the weatherproof seal was missing", as if that were the buyer's fault. (Yes, I'll deliberately take this little rubber thing out of the bowels of my new, expensive camera so the water gets in and knackers it" says Ken). So that is it. Inside a year of ordinary use this £100 camera is scrap and the makers simply do not want to know. Customer relations? Pah! There'll be another mug along in a minute. Does anyone have any suggestions as to a camera that can live a lengthy, honest and decent life in real-world conditions? Meantime, if Olympus tries to tell you that their products are "weatherproof"...

Alan Kind

CLASSIFIED

SEROWS FOR SALE 1991 "J" reg. 16000km, kick & electric SS spokes, 520 O-ring, new sprockets, new Metzeler, Feb. '96, £1900, 1988/89, 4000km kick only, very clean, £1550. Two more on the way but no details yet. Tel: Rod 01538 387939 evenings, 01538 383547 work.

TAG HEUER Ladies 1000 Professional Divers Watch. Black and gold face and bracelet. Limited edition. Cost over £700, will accept £250. Tel: Mrs. Nettlebed 01200 445657.

SUZUKI SP370 "T" reg, good condition, MOT April '97, recent O-ring chain. Infrequent green lane use. £500. Tel: 01844 201394 (Oxon).

XR/CR200 XR engine in CR frame. Very well engineered. "Q" reg. MOT to January, neat and tidy, F & R disc, Ohlin. £825 ono. Tel: 01491 682171.

WANTED Mikuni 33mm pumper carb (off DR350 or similar). Tel: John 01565 722692.

FOR SALE KMX200, carb off KLX250, YZ250, 18" wheel for KMX200 and original silencer. Serow pads and shoes. Tel: 01565 722692.

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

KLX250 Enduro "K" reg, full MOT, Tax, only 5000 miles. Excellent condition, full cooling mods. £1900. Tel: Trevor 01902 26495 Midlands.

TRAILER 3-bike with ramp. Very light, tows well, spare mini wheels, £120 ono. Tel: Trevor 01902 26495 Midlands.

HONDA TLR "M" reg, 9/9/94. Ready for trail or road, a few mods. 3000 miles, excellent condition, £1400 ono. Tel: 01748 832878.

BSA C15 tank, £15. BSA A65 tank, £30. (Steel, barracuda shape) both in sound condition with badges. BSA Victor hump seat, fair condition, £15. A65 type dual seat, fair condition, £15. Scott c/head 600cc, v. good, £20. Will send by carrier. Any item! Tel: Willie Eckerslike 01405 860904.

KDX200 '95 model, registered Jan. '96 (N). Genuine 800 careful miles. Almost as new, £2700 ono. P/ex road bike or 4 stroke trail. Tel: Willie Eckerslike 01405

860904.

MAP COLLECTION I have a collection of maps that were marked for me by kindly local RoW workers between 1993 and 1996. A few maps will not show all rights of way and some will show routes that have since lost their rights, but they are still pretty much up to date. They were marked in good faith and I offer them in good faith. Yes, the whole set has been offered to the TRF as an organisation, but the TRF as an organisation is not interested. I cannot afford to permit this valuable asset to waste away on my book shelves and now offer them to anyone who may wish to purchase them. Each map, with no guarantee of authenticity, £10 including p&p. For more details please telephone Phil on 01332 344495 (Derby).

HONDA TLR200 as new "M" reg (Feb '95), 1400 miles mostly road, full road kit, taxed, bought for girlfriend but she doesn't like kick-starts! May part-ex for Serow or DT125R, £1500 ono. Tel: 01293 785004, Gatwick, Surrey.

KLR250 "E" reg, 20000 miles, £1050 ono. Tel: Keith 0161 3681171 (Gtr. Manchester).

SIERRA NEVADA Adventure Tours S.L. will organise in October 1996 a special trip to Morocco. We will start on the 5th October from our base in Almunecar, Granada, in Southern Spain. The nearest airport is in Malaga where we will meet our English Trail Rider friends. We will ride through the mountains, and the medium and High Atlas to the desert. There we will try to climb up the sand dunes of the Erg Chebbi and we will follow parts of the Paris-Dakar. We will climb up to 10000 feet in the High Atlas where we can enjoy breathtaking scenery every day. We will have a rest stop for two days in Marakesh where there will be plenty of time for shopping and sight seeing. You can make this trip within a two weeks holiday period from the 5th October to the 19th October with flights out to Malaga on the 5th returning to the UK on the 19th. The price which includes the hire of a Yamaha XT600, transfer from Malaga airport and return, the ferry to Africa, all accommodation, breakfast, snacks during the day, a professional guide, all baggage transportation in a four wheel drive as well as mechanical assistance if required is £1380. For further information please call 0034 58 88 0671 or send a fax on 0034 58 63 5123. PS We are pleased to offer a 10% discount to all members of TRF. If you are arriving before the tour start we charge £15 per night bed and breakfast. This is a fun and adventure, exciting holiday.

TRF MERCHANDISE ORDER FORM

NAME TRF GROUP

ADDRESS

..... POSTCODE

PHONE NO. DATE

DESCRIPTION

T-SHIRTS
(with large TRF logo on front)

SWEATSHIRTS
(with small round TRF logo on left breast)

POLO SHIRTS

HEADGEAR
BASEBALL CAP
(with TRF letters in gold)
SKI HAT
(with small round TRF logo)

MUGS
(tea tastes better in one of these)

TRF TIE

ENAMEL PIN BADGE
(round TRF logo)

NECK TUBE

BANDANNA

Please CIRCLE
required size and/or colour

£6.50 + 50p p&p

S M L XL XXL

White with Green logo or

Green with Gold logo

£16.00 + £1.00 p&p

S M L XL XXL

Red/Blue/Green/Maroon/Black

£12.50 + 50p p&p

S M L XL XXL

Green/Cream/Maroon/Blue

£5.50 + 50p p&p

one size fits all

Black only

one size fits all

Maroon/Green/Black

£1.50 not by post

White with Green logo

All the items listed above are usually in stock or can be ordered quickly from the supplier. The items below are under serious consideration for (but not yet in) stock at competitive prices. Your views would be invaluable. Would you buy one? Or more?

£11.00 + 50p p&p

approx. £3.00 inc. p&p

approx. £3.50 inc. p&p
Black (soon with TRF logo in white)

approx. £TBA
Green with black TRF logo soon

Please send your order and remittance (Cheques made payable to TRF) to:
Rob Sawyer, 22 Gloucester Close, Weedon, Northants., NN7 4PA.
Tel: 01327 341255.