

# GROUPS

## BLACK COUNTRY

Chris Braznell, Tel: 0121 421 3086  
1 & 3 Thurs, 9pm, The Mitre, Church Road, Bradmore,  
Wolverhampton

## BRISTOL

Martin Harding, Tel: 0117 969 6674  
2nd Mon, Warmley Community Centre, Deanery  
Road, (A420), Kingswood

## CAMBRIDGE

Richard Palmer, Tel: 01353 688344  
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., Carbrook Hall, 537 Attercliffe Common, 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 YORKSHIRE

Howard Wadsworth, Tel: 01405 860904  
1st Tue, Boot & Shoe, Goadall, Nr. Stainth

## 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, 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 460793  
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

Tony Broughton, Tel: 01200 423239  
2nd Tue, Pendle Hotel, Chatburn, Clitheroe (off A59)

## SHROPSHIRE

Lynton Powell, Tel: 01743 358423  
2nd & last Wed, White Horse, Shrewsbury

## SOMERSET

Kevin Parfitt, Tel: 01935 72343  
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 680 5734 Wed-Sat, 01797 363373 Sun-Tue  
9pm every Wed, Ewell Sports & Social Club, Banstead Road,  
Ewell, Surrey

## SOUTH NORTHANTS

Trevor Gardiner, Tel: 01788 815927  
2nd Mon, The Live & Let Live Pub, Harpole, nr. Northampton

## 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,  
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Leo Crone, Tel: 01325 380117  
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Don Hoaglin, Tel: 01474 704530  
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

Richard Hawker, Tel: 01527 893874  
1st & 3rd Thurs, 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, Halesowen



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# TRAIL

FEBRUARY, 1997

No. 222

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

EDITOR: Michael "Nettlebed" Pedley.



Dave Giles (ex-Chairman) on Gatesgarth Pass by Roger Harris

## TRF OFFICERS

- CHAIRMAN** ..... Tony Stuart, Cambrea, Worthy Hill, Trebetherick, Wadebridge, Cornwall, PL27 6SG. Tel/Fax: 01208 862960, Mobile: 0831 467273.
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- 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

I have occupied the Editor's chair for a year or two now and just as I think there's no-one out there and I'm typing to the oblivious and apathetic, someone comes along (MAG?) and kicks the chair away! That's what makes the job worth doing - knowing you can 'touch' your readership.

In January's TRAIL the chair was nudged a little - by three lads from North Wales Group. Messrs. Kirby, Williams and Whitley take me to task for failing to use a bit of common sense and edit out what was, *in their opinion*, bad taste.

Well let me say right off that when a few of us in Lancs. Group took on the job, it was to turn out a monthly magazine for the TRF not to act as Club censor! All right, we will correct 'errors' where we see them but as for deciding whether a joke is in bad taste or not, no thanks! And as it says at the bottom of page 2, "The views expressed in 'Trail' are those of its correspondents and not necessarily of the editor or the T.R.F.'"

On a lighter note, we have yet another sensible, good quality cover photo which shows what trail riding is all about.

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*All Contributions to the Editor  
..... Please keep it short and sweet!*

**COPY DEADLINE: FIRST POST,  
1ST TUESDAY OF MONTH**

## CHAIRMAN'S REPORT

Hopefully by now, you will all have renewed your membership for 1997. Despite, or possibly because of, the events of last year, I am just as determined to get out there and have as much FUN as possible on my trail bike. Whilst it is very commendable the effort that a lot of you make to your local Groups and to our cause, I believe that we should not forget our reason for joining in the first place. Namely to go trail riding!

I have at last got my copy of the Trail Riders Guide video.

Very good and I am happy that it shows trail riding and the TRF in a good light. If you want a copy to show to your Group, and others, it can be obtained from: Event One Productions, 22 Soho Square, London, W1Y 5FJ. Cost is £12.49 including postage. Seems good to me.

Still waiting for those action photos. Surely some of you must have been snapped whilst actually MOVING!

Talking about getting out there, after some deliberation I have decided to enter for the Coast-to-Coast Run. I am well aware that a number of members have reservations about the TRF putting it's name to a mass run of this nature. It seems to me that I will not be in a position to comment either way without some first-hand experience. Assuming I go (& complete!) the run, I will do a report on the event with my opinion on it's effect, if any, on our Club.

We have just been visited by seven members of the Bristol Group. We took them on a variety of lanes in Cornwall, including some very deep and sticky mud, long climbs and few quite testing rocky climbs. Whilst they were out on the Sunday I understand that on one rocky climb, a new member of our Group stalled and ran backwards into some of the Bristol Group who all ended up in one big heap. Hopefully my lot were sympathetic and understanding as usual! Despite that incident I hope that they all enjoyed themselves and found the trip worthwhile. We certainly enjoyed their company.

By the time you read this we will have had our February National Meeting, which I am sure will see us going forward with renewed confidence and enthusiasm.

Good riding - and plenty of it!

Tony  
Stuart

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members and new!*

## THE TRAIL RIDERS FELLOWSHIP

The TRF was founded in 1970 partly to address threats to trail riding from the 1968 Countryside Act. This Act intended to 'reclassify' RUPPs on a 'suitability' test.

The TRF was and still is relatively small. In comparison for example, the Ramblers' Association has about 110,000 members, the Country Landowners' Association 50,000 (subscription about £50 for 50 acres of land and more members in every county than we have nationally). Even the British Driving Society for horse drawn carriages has 5,000 members. Other countryside pressure groups such as the National Trust and the Council for the Protection of Rural England have millions of members - and are left legacies. The British Field Sports Society has 400,000 members and has just launched 'a £1M Election Fighting Fund'.

So while these large pressure groups have plush offices near to the seat of Government and salaried organisers the TRF remains purely voluntary. I think it is the better for being so.

The TRF is foremost a Fellowship - by the members for the members. It is your TRF, as good or as bad as you make it.

All the National Officers, the co-opted Officers, the Group Representatives on the Executive Committee and all the Group Officers are volunteers working for the TRF in their

spare time. They can only do what they think best and act on feedback.

The TRF is still compact and responsive. If you are not happy with something in your Group then please discuss within the Group or with National Officers. If anyone is not happy with responses from National Officers, then please tell other National Officers.

However, the TRF cannot please all of the people all of the time. Some members do not appreciate what the TRF offers and how it operates. Some of the TRF 'systems' have developed in response to events over the years.

For example (I am told) the Code of Conduct was a matter of necessity. The TRF faced restrictive legislation unless responsibility and self-governing could be demonstrated. Remember that motorcyclists (let alone trail riders) are a minority that can be easily legislated against.

The TRAIL is a BULLETIN - a newsletter. It is written by the members.

Basically it carries Officers reports, RoW notices of national interest, notice of external consultations, notices of National Executive and Regional meetings, members letters and anything else sent in.

The Editor does not do back-to-back tests of the latest trail bikes, although he might if you lent him some! TRAIL is an invaluable communication for the 'active' members in the Groups. However, it has to be carefully edited as it is circulated to people who are

strongly opposed to trail riding. The focus of TRAIL is on the green lane - fundamental to our recreation.

The TRF has done well over the last 28 years. I don't know what went on before I joined, but hazard that the pace of work for the National Officers and others was similar. During my national office we have responded to various Countryside Commission documents; successfully lobbied on the Environment Act 1995; responded to the DoE's 'Best Practice Guide to Managing Vehicles on RoW' (partly for Highway Authorities including National Parks); responded to the DoE/DoT 'Vehicles on Byways' and 'TROs'; had success following lobbying on hedgerow regulations in the Environment Act. Local groups have also had great successes, for example, Cotswolds Area of National Beauty

Management Strategy, experimental 'Hierarchy of Routes' in the Lake District NP, the 'Ridgeway Code', etc. All along we have tremendous support from the TRF's alliance with LARA (motoring organisations' Land Access and Recreation Association).

We have the 'TRF Strategy 1996', which has been distributed to many influential groups who previously misunderstood the TRF. (Your comments please for the 1997, or whatever, version).

When the 'Vehicles on Byways' is decided all these consultations and successes will give us a tremendous springboard to go from strength to strength in protecting green lanes, for the TRF, it's members and other users.

*Mark F. Holland, Hon. National Public Relations Officer*

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# ROW NEWS

## NATIONAL RIGHTS OF WAY OFFICER'S REPORT

The environment is much on the agenda these days. Urban air quality, acid rain, ozone holes, toxic waste dumping, deforestation plus a host of other environmental concerns are no longer the preserve of weird action groups. Large corporations, keen to promote a better impression of their activities produce large and glossy environmental impact statements. Some hand out grants to conservation groups, cynics would call them bribes. However the sustainability slogan *think globally, act locally* not only applies to ICI, Shell, BP, Du-Pont, Glaxo et al but also to you and me. Hobbies and pastimes are gradually being included in this agenda. Even so called green activities like rambling can have huge adverse impacts. Thousands of cars being driven into the countryside, looking for parking places (often in front of field gates), paths on soft terrain becoming 30 foot wide scars on the hillsides of the national parks, walkers wandering off paths disturbing wildlife in SSSIs, waste paper from picnics, noise from barking dogs, sheep worrying. Trial riding may appear to have an insignificant impact by comparison(!) but here we have an opportunity to develop the recent DoE Impact of Recreational Activities on the Countryside report, maybe using some of the ACUs own material on motorcycle sport. The CCPR are looking into this for all recreational activity that they represent.

### Green Lane day

This is planned for the 23 March at various locations around the UK. Andy Bush (AWDC) is co ordinating (01634-260495). Keep the day free and give him a call and clear green lanes in your county.

### Surrey

There is to be a public inquiry held on the 25 March at Shere Village Hall. In spite of a firm recommendation that the route should still be a BOAT Surrey County Councillors have ignored officer's professional advice and have insisted that the downgrading be promoted, at public expense. Allegedly money/favour is changing hands somewhere down the line. A letter from us to the District Auditors will follow .....

### West Sussex

The first West Sussex RuPP came up for re-classification at the beginning of January. The evidence for byway status was good and the county council were promoting it as such. User evidence was also good and the TRF were

represented by Bevis Billingham. The usual objectors were there, the local landowner (who admitted illegally obstructing the lane in the past), a Parish clerk (nothing better to do) and the nimby local resident who was miffed that the private footpath (sic) past his house was not quite so private at all. Not so unusual, except that a certain Mr Dunlop from Cambridge (of Glatton fame) attended (perhaps with expenses paid?) A 1914 sale map was dug up and by the second day the Inspector said "...will anyone object if it becomes a bridleway ..". The CC objected to this but Bevis could not be there every day to add support to the CC (unlike many antis TRF members work for a living). The evidence and user is good enough for a BOAT but what will the Inspector do? It goes to show what money and land ownership can do.

Aside from any wish by ourselves to ride motor vehicles along old roads these antis are going to be responsible for the destruction of many green lanes, through ploughing, encroachment or neglect if these old roads become footpaths; and look at how many of those are obliterated by agricultural practices or systematically obstructed. A point worth considering?

### Cambridge

I have been making a service level complaint to Cambridge regarding their handling of the Glatton case in liaison with the AWDC. I'd appreciate it if local users do the same. Ask for a complaints form from: Cambridge County

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Council, Shire Hall, Castle Hill, Cambridge, CB3 OAP.

### Buckinghamshire

Bucks CC has decided to press ahead with the extinction of vehicular rights under the Highways Act 1980 section 116. This is again member pressure and the officers are none too keen (allegedly). Aside from the current neglect/potential destruction to these old roads, some landowners stand to gain considerable land at public expense viz. one road will change from a 60' enclosure road into a 16' bridleway. The case is to be heard on the 25th March 1997 at: 301 Silbury Boulevard, Witan Gate East, Central Milton Keynes.

Write for details (and complain that they are proceeding at all) to Mr P. Storey, Head of Planning and Countryside, County Hall, Aylesbury, Bucks., HP20 1UY.

### Kent

Good news is that Drake Lane is now a byway and no TRO! We have a good and developing management system in place. One initiative is an active VR scheme, but mainly aimed at agricultural users and 4WD.. In fact here it is ...

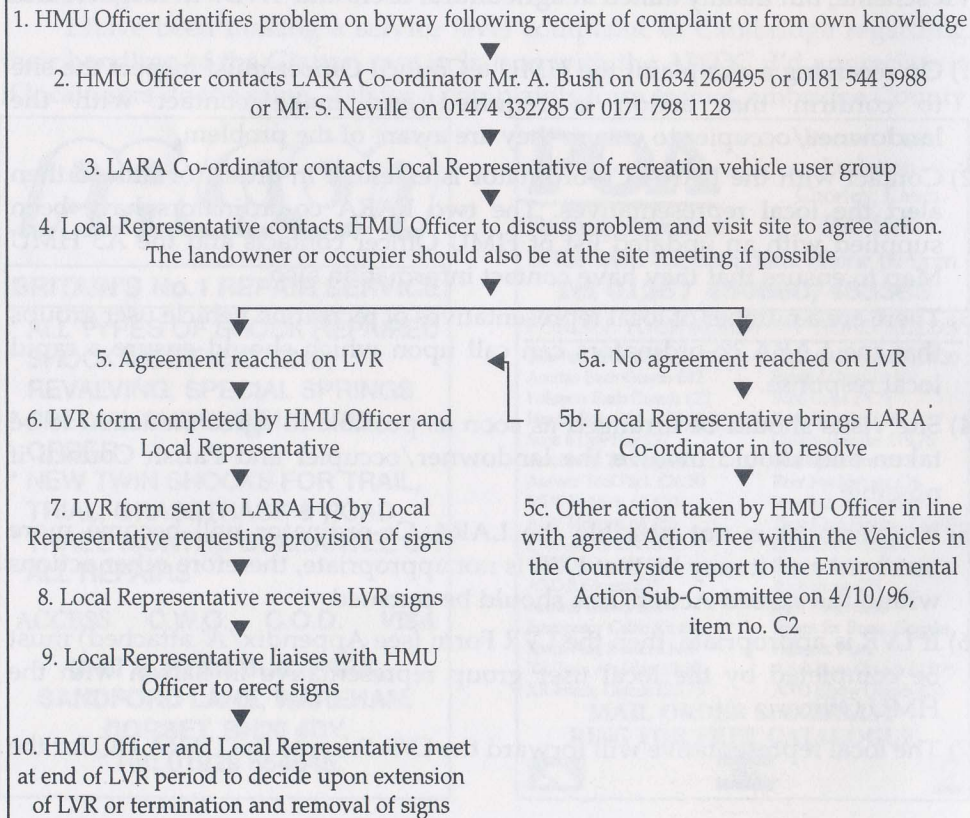
- 1) On receiving a complaint the HMU a Council Officer must inspect the site to confirm that action is required and make contact with the landowner/occupier to ensure they are aware of the problem.
- 2) Contact with the LARA Co-ordinator is essential in order for him to then alert the local representatives. The two LARA co-ordinators have been supplied with an updated list of HMU Officer contacts and the A3 HMU Map to ensure that they have contact information also.
- 3) There are a number of local representatives of recreation vehicle user groups that the LARA co-ordinators can call upon which should ensure a rapid local response.
- 4) Site visits should be arranged as soon as possible to agree on action to be taken and should involve the landowner/occupier and Parish Council if possible.
- 5) If agreement is not possible the LARA Co-ordinator will become more involved and it may be that LVR is not appropriate, therefore other actions within the agreed Action Tree should be pursued.
- 6) If LVR is appropriate, then the LVR Form (see Appendix 'A' attached) must be completed by the local user group representative in liaison with the HMU Officer.
- 7) The local representative will forward the LVR Form to the LARA HQ for the

appropriate signs to be provided (see sample sign Appendix 'B' attached).

- 8) Once the Local representative receives the signs he must liaise with the HMU Officer and erect them on site.
- 9) At the end of the LVR period the HMU Officer and local LARA representatives need to meet on site to decide whether or not the LVR needs to be extended or not.
- 10) If extension is agreed the local LARA representative will need to advise LARA HQ and the signs will need to be amended. If extension of the LVR is not appropriate then the signs should be removed and held by the local representative.

Please see Flow Chart for further clarification.

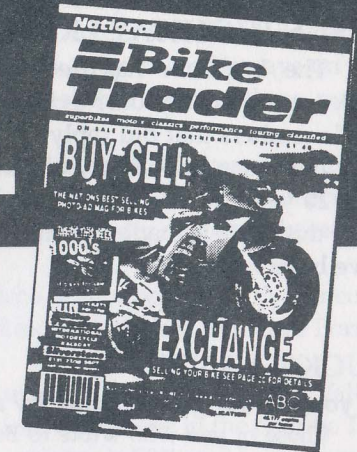
#### FLOW CHART SHOWING ACTIONS TO BE TAKEN IN IMPLEMENTING THE LARA VOLUNTARY RESTRAINT (LVR) SCHEME



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## KINGS HIGHWAY LR103 GR783302 - 787268

The Inspector has decided to make it a bridleway due to insufficient evidence, especially user evidence (same old apathetic TRF members, thanks to the 7 members that did reply).

If anyone knows any old member or non-member who has used this route over 20 years please contact me on 01772 792625. This will be your **last chance**. Once this route is made a bridleway you will have no evidence to support use. **You have been warned!**

*P. Knagg, Lancs. RoW Officer*

## BUCKS' LANES

### do your bit for green laning by attending the court hearing

Those of you who wrote to Bucks County Council last year about the closure of 7 lanes will by now know that the closure proposal is to be put before the Magistrates Court on the afternoon of Tuesday, March 25th in Milton Keynes. It is extremely important that every member tries to attend this hearing. A more local location would have been more convenient, but the MK venue should give no-one a problem as lifts can be arranged to help get as many people as possible to attend.

This is an opportunity to help do something positive about maintaining our rights to ride green lanes. Please try to arrange to attend the hearing, even if it means taking a half-day off work to attend.

*Taken from Oxfordshire TRF Newsletter, Jan. '97*

## CHURCH LANE, MUNSLow, S. SHROPSHIRE, Grid ref. 522 877

This lane, running steeply north west from near Munslow Church was downgraded from RUPP to Bridleway at a Public Enquiry a few years ago.

Even before that a house owner at the start of the lane regularly objected to our using it. He now feels he has right on his side and has started to report riders to the Police, who say they will prosecute in future.

Though there may well be higher rights provable, I would recommend the lane is not ridden unless those doing so have re-researched the position and are prepared to fight their case in court.

*Steve Pighills (Wyvern & Black Country Groups)*

## BISLEY MBL36

The RUPP near to Bisley (MBL36) which we had the Public Enquiry on last year is now usable. The nailed gate and the locked gate are both clear so I suggest we use it and build up some evidence before we have any more trouble.

*Mark Holland*

## APPEAL FOR USER EVIDENCE

### Derbyshire County Council Reclassification of Dual Status Routes

There is at present a process taking place at Derbyshire County Council which is supposed to clarify the Definitive Map. Many of the so-called Bridleways which are also Unclassified County Roads are shown only as Bridleways on the map. The County says there is no evidence to suggest that most of these routes should have status other than Public Bridleways.

TRF members and others have been using these routes for 25 years and more. Derbyshire County Council have received as little as 3 items of User Evidence for some of the lanes in question. I didn't submit any user evidence myself because I didn't know any was required.

We know now. Although they wrongfully decline to accept User Evidence at this time, Derbyshire County Council have had hundreds of User Evidence Forms printed and they are available upon request.

The lanes currently being reclassified are mainly around the Hope Valley area of Derbyshire but the eventual aim is to consider **every** lane in the county. The 'balance of probability' required to retain vehicular rights is 50% and I understand the TRF is totally confident of evidence to fulfil that requirement. It would be helpful therefore, if all TRF members would write to Mr. P. Jackson at Derbyshire County Council, County Hall, Matlock, Derbyshire, DE4 3AG and inform him that, in the knowledge that the TRF holds adequate proof of vehicular rights, they intend to continue to exercise those rights, and to classify and sign these routes as Bridleways will cause confusion and conflict - which is contrary to intentions of the Definitive Map.

And while you're at it, ask Mr. Jackson to send details of the specific lanes that have been and are being, considered for this reclassification, complete with a set of User Evidence Forms in order that you can add your bit to the so-far pathetic volume of User Evidence.

The message must be clear that Trail Riders and others have been using these routes for years, we are confident of our right to do so and we intend to continue to do so.

*Phil Sadler, Derby*

## BUCKINGHAMSHIRE

Stopping up of Unclassified Unmetalled Roads, Buckinghamshire. Bucks County Council are to apply to the Milton Keynes Magistrates Court at 301 Silbury Boulevard, Witan Gate East, Central Milton Keynes (Tel: 01908 684901) at 2.00 p.m. on 25th March 1997. If you can attend and speak or give evidence as to why these roads - U487, U474, U478, U461 should not be closed then notify Mike Furness on 01296 382845, ref: MDF/16007NA. Written letters are **not** required.

*John R. Higgin, Basingstoke*

## SOUTH WESTERN REGIONAL MEETING

The next meeting of this region will be  
on **Saturday 26th April 1997**  
at Puriton Village Hall

**Coffee from 10.00a.m. Meeting starts at 10.30a.m.**

Everyone is very welcome to attend - not just regional groups! To get to Puriton Village Hall take the A39 to Glastonbury from M5 J23 (Nth. Bridgwater) and turn left after just 100 yards. The hall is on the left at the bottom of the road. Grid Ref; ST318415. Lunch will be at the pub in the village.

Please note that under the new Chair, the meeting will have an agenda and I will require all items, either by phone or by post by Wednesday 23rd April.

Agenda items to Sally Madgwick, 1 Halgavor Road, Bodmin, PL31 1BW.  
Tel: 01208 74411 or e.mail S.Madgwick@Plymouth.ac.uk

## NORTHERN REGIONAL MEETING

to be held

on **Wednesday 26th February 1997**

at Hopper Lane Inn (A59, 2 miles East of Blubberhouses)

**Meeting starts at 8.30p.m.**

The agenda will be how to encourage/recruit new members

## CENTRAL SOUTH REGIONAL MEETING

The third meeting of this region will be

on **Wednesday 12th March 1997**

at The Caernarvon Arms, as before, on the A34 just south of Newbury

**Meeting starts at 8.00p.m.**

We will be looking for volunteers to ride at Horse Events, discussing joint actions on Rights of Way and swapping local group programmes. The last meeting passed off peacefully and fruitful and in a good atmosphere - although there were a distinct lack of volunteers to take on any officers posts. I hope that when we get to know and trust each other more, and to understand the benefits of a Region that volunteers will be forthcoming.

### SOUTH EASTERN REGIONAL MEETING

The next meeting of this region will be  
on **Saturday 8th March 1997**  
at The Black Swan, Ockham, Surrey  
**Meeting starts at 10.30a.m.**

SEE JANUARY TRAIL FOR FURTHER DETAILS

Items for inclusion in the Agenda to me by the  
5th March please - Brian Read, Tel: 0181 660 9620.

### THE 5TH EAST MIDLANDS REGIONAL MEETING

will be held at  
Rutland Sailing Club, Edith Weston  
village, near North Luffenham  
on **Saturday 15th March 1997**  
in the Commodore's Room.

**Coffee from 10.30a.m.**  
**Meeting starts at 11.00a.m.**

SEE JANUARY TRAIL FOR  
FURTHER DETAILS

Jeff Ward, (E.M. Regional Meetings  
Secretary), Tel: 01536 2670036 (Day)

## GROUP NEWS

### SUFFOLK GROUP NEEDS YOU

A quiet January - too quiet. There were five of us at the meeting and I was the only member - John, one of our committee has left us for the tarmac and four wheel drive. We now only have a 3 man committee - is this legal? If we don't get more interest and activity then I doubt we'll have an "official" group beyond April - our AGM. Here's some advance notice so put it in your diaries and come along - 30th April, 8.00p.m., my house - Walnut Tree Cottage, next to the Church in Gt. Waldingfield - my number's on the back of TRAIL. On a lighter note, Mike Tizzard from the army came along and we discussed his route for a long distance trial (unfortunately only for army riders at present) through Suffolk on October 4th/5th. We will hopefully be checking the route for him and may provide some marshalls. And we'll probably be testing it out for him before the event. Pity it clashes with the Edinburgh Trial. We didn't manage a 2nd February run, so we'll be trying for 2nd March for the next one.

The December meeting, brought forward to the 18th due to some chaps birthday, drew the infamous five - me, Chris, John, Steve & Dave - this time. We've seen

several faces this year who've been once and disappeared - come back, your TRF needs you.

Sunday the 29th, four of us - me, Chris, Ian & Dave - met up for what's becoming an annual spot of Peddars. The target of reaching the Norfolk coast by lunchtime proved slightly out of reach due to the small matter of sheet ice everywhere. Chris, who freely admits to being a novice, was the only one not to fall off in the first couple of miles, in fact he stayed upright all day. Some of us also managed to fall over without the help of a bike. Ian's DR made light work of the Castle Acre fords, whereas my XT coughed through most and stopped in one (does anyone know of a solution?). It's amazing how you forget about wet feet when all you can see is ice. After an excellent lunch in Gt. Massingham and an interesting watersplash of four inch thick broken ice, which took care of Dave, we went off home.

Provisional horse ride dates are Feb 23rd, Mar 16th, April ?, May ?, June ? x 2, Jul 7th & 27th, Aug early & 31st. We'll try to fit runs in around these as we don't seem to have enough takers for both on the same day.





## SUPPORTING YOUR TRAIL ADVERTISERS

No doubt I'll upset someone by supporting a specific TRAIL advertiser but I do not normally endorse anyone in particular. However, Chainmail of Old Woking were most helpful to me recently in finding a suitable "grippy" (but not as sticky as an MT63 - couldn't afford the wear rate!) replacement rear tyre/Xmas present for my XR200RN when the OE IRC Vulcanduro finally wore out - with still some tread showing the interior started "cording" and causing a puncture.

Honda in their wisdom fit a 17" rim to this model and obtaining another 100/100x17 IRC, or anything vaguely resembling it appeared to be impossible. (No doubt someone will now say "I've got twenty in my garage!" No part worns please). Not wanting to take the trail tyre route, Simon at Chainmail came up with a Bridgestone EM12 "Gritty" 110/100x17. Even with my lack of tyre changing skills I managed to fit the beast without too much swearing, puncturing the inner tube or leaving anything inside that shouldn't be there, and, it even cleared the chain guard - just. So any TRF member who has a lightweight m/c with a 17" rear wheel/limited chain clearance and wants something with a bit of grip, the "Gritty" could be just the job (I just hope it lasts as well as the IRC 'cos a T61 lasted less than 1000 miles on the back wheel of my R80GS!).

### ADVERTISING IN TRAIL

To boost TRF funds maybe some of the TRF members with interests outside of the "Legal Motorcycles on Legal Carriageways" edict would also care to take out some advertising in TRAIL? Judging by the current standard of letters TRAIL obviously gets read in minute detail! Keep up the good work TRF'ers.

*Dave Clegg*

## TRAIL RIDING TIPS

When out trail riding recently I met an unusual pair. Their names were Larry and Reynard - a male sheep and a fox.

Larry, of course, was riding a Lambretta and reckoned it was very capable on the trail, although it tended to float away in fords. He asked if I thought his Wulf jacket and trousers were very smart, but I said he just looked like a sheep in Wulf clothing. I first thought he was a bit confused on the law. He was wearing a furry turban - perhaps he thought it was sheep as well as Sikhs who were exempt from helmet laws. However he explained that his mother had told him to wear it - when he said he was going riding near Llandogo, she said "wear the fox hat".

Reynard dwarfed his Honda monkey bike, and proudly showed me his rental (only £3 a week) ape-hangers. He wore a sheepskin jacket inside out and explained he wore it as disguise as he was fed up with being hounded around the countryside. He asked if it looked smart. I said he just looked like a wolf in sheep's clothing. What a pair!

*Have you seen any unusual sights on the trail - accounts to the Editor.*

## LETTERS

### RIDE THE RIDGEWAY

A cold, wet November evening was the beginning of a wonderful weekend. Roger Davies rode to my home after work on the Friday. We loaded my XR and Roger's KLR on the trailer. Luggage loaded, we set off for the Ridgeway (a lane three of us had always wanted to ride). Phil Lord and Ian Wright arrived at Bill and Chris Spooners home about 45 mins after us. They set off an hour before us! People who travel the M62 near Manchester will know why. Nevertheless, four Lancashire Lads arrived safely to a warm welcome. Everyone was made to feel 'at home'. One of the party said later "It's as if we've known them for years". Thanks for your hospitality Bill and Chris, it is etched in our memories. Ian's friend, Roger, who has recently joined the TRF, joined us on Saturday. He was mentioned in TRAIL in June 1995 (no. 202). He accommodated us when Ian and I had a run with Charlie Morris who was then in the Gloucester group.

Trevor Watson was our run leader. Over two days both Trevor and Bill metamorphosed into our guides, historians, local knowledge experts and human encyclopaedia. All the experiences we had that weekend are too numerous to mention, here are some of them. Travelling east to West Hagbourne (near Didcot), for lunch, we were exposed to a myriad of delights. We travelled sections of the Ridgeway and its variety of interconnecting lanes, as we headed towards Oxfordshire through Berkshire. We visited the long barrow at Wayland's Smithy. We all enjoyed the spectacle of seeing several deer on our trails. On a lane near Ashdown House we disturbed a pair of Tawny Owls from their daytime slumber. They flew alongside us for several hundred yards... what a sight and experience. It reminded me of the Dales sheep. They can run ahead of you for what seems an eternity when open moorland offers an escape route both left and right! We passed by Uffington Castle, the site of the famous White Horse. We didn't SEE the horse, we were on the wrong side of the hill.

Day two saw the group meandering west to Devizes. We could see the Cherhill Horse, so we took photos. I found out later that the horse was the work of Dr. Alsop of Calne. We passed the horse on our right and soon turned right onto a nice chalky climb. Phil soon realised how slippery this chalk can be when wet! A momentary lapse in concentration created a 'white' wax-cotton jacket. Ian who rarely drops it had a major 'off'. Yatesbury Lane is now renamed Ian's Lane. "I was riding too close. I decided to ride the top of the banking. I lost it". The words are still ringing in my ears. His bike ended its journey in the bottom of an eight foot deep ditch (... gloat ... me .. never, *and* I got some good photos). We travelled many lanes over both days and I was amazed at the number of Byway signs. This must certainly help with any confrontation with Joe Public. I enjoyed the tricky descent from Oliver's Castle known locally as the Heddington Steps (I think). The Roman Road on North Down took us swiftly along to our visits to Silbury Hill and Avebury. What a 'magical' place Avebury is. It seems to have an aura of its own. We returned eastward occasionally meeting the Ridgeway. We had some food at the cafe at Barbury Castle. I recommend the bacon butty! It was time

to say our goodbyes soon after arriving back at base. Thanks to Roger for organising the weekend. Thanks again to Chris, Bill and Trevor. See you on the green stuff.

*Alan Hodson, Manchester*

## WHAT ITS ALL ABOUT?

Even if I didn't listen to my Mother's warnings about silken tongued winsome Welshmen I perhaps ought to have heeded the words of the Essex Group in October Trail whilst eagerly agreeing to let Yoshi Adams lead us on a run.

Of course, if a group of Cornishmen are daft enough to be led around Somerset by a combination of a Welshman and a Midlander, then you may well ask, what DO you expect - and I take the point but, with thoughts of a recent letter in TBM accusing the TRF of being dreary, dull and probably old farts, and with a combined group and bike age of 486 years ( amongst nine of us!), the point raised by the disconsolate (and doubtlessly young) member echoed in my head as we made our way to Exmoor one Friday night late in October.

Early winter is a good time on Exmoor. The walkers have gone, the weather is mild, but it rains HARD, big silvery reflective drops bouncing from the roads, turning fords into torrents and the ground into sticky black porridge.

Last year the rain had made our weekend and this time it graced us again, preparing the ground for our passage and clearing away after us. You don't NEED

to be young and brilliant, you don't NEED to have the latest model and ride fast, aforesaid TBM scribe somewhere missed the point when he joined the TRF. You need to enjoy being out on your bike, possibly more than anything else - and I think our group for that weekend could all say they do that!

So, the legendary Mr Adams led us out on the Saturday. This would be a good day. First lane, left past Cornham Farm, sweep around the Coombe, drop down to the ford..and over the bridge. The bridge? Real men don't use bridges Yosh. Our supremo Curly even managed a five on the following climb, his boots finding more grip than his MT43. It was not a good start but no matter...

Next lane. The Two Moors Way, follow a hard packed lane down to Sherdon Water and the ford. "I think we'll use the bridge" said our leader. This is all a bit

girlie if you ask me...No matter, the views are spectacular, the moor glowing with brown gold bracken, Exmoor ponies, bright eyed and mealy muzzled canter along beside us with a mixture of curiosity and fear.

The day goes on and Yoshi warms to the task, the steep climbs at Bury and The Ox Grove claim their victims. There are few pleasures more satisfying (and rare for me!) than triumphantly passing your mates stuck on a climb.

Two! One ! Clean! we cry at the top of the lanes to the confusion of passers by who cannot comprehend how one plastered in mud and dripping with water could possibly think they were clean. The TRF a secret society? Not us.

As darkness falls Yoshi really gets going and the steep steps at Stone and the ford through the Exe are ridden in inky gloom. "Good thing I got Bob to fix my lights" I say to Ian, grinning smugly whilst casually flopping the bars onto lock (as you do). The lights promptly went out.

Who do I most admire in life? Anyone that understands bike electrics.

Back at the hotel our lovely leader left us and Cornwall Group, boring to a man, went to bed at 9.30!

Sunday never actually dawned but the view through the rain brightened a little for Duncan Fish from West Somerset Group to meet us~ take the combined bike and rider age to over 500 years and lead us North to the moors. Moles Chamber, The Chains, Hoar Oak, places of legend and dark intrigue, all ridden in a blanket of fog and rain. "All keep tight together" Duncan wisely advises as we follow the ancient trackway over the barrows and featureless moors.

Duncan's the sort of man you trust. Reliable. Dependable "Keep to the right" he said. I snicked the XR into second, aimed right and away, over the stream and straight into some of the deepest mud this side of the Severn Bridge. The bike sunk. I sunk. Completely unable to move I remembered Ian Thompson's tale of digging himself out of such a situation with his helmet peak. I looked to my hat, my creased up colleagues and finally decided that a lingering death may have been on the cards. Amazingly enough though, they decided to dig me out, wisely went left themselves and on we went to Barbrook and Beggars Roost. In daylight its a doddle, but Des and Alan can remember riding it in the Lands End Trial in the dark and on such bikes as a T100, a Greeves or a Cub.

We take the coastal RUPP through to Porlock, the wind so fierce now that the rain is going up again. Ian Thompson is left in Porlock shopping. For a new bike of course, and we carry on to Minehead, where by now totally disgusting, we visit West Somerset's injured hero Dave at home. Tea is offered and gratefully accepted "I'd ask you all in but..." and then off to Timberscombe, Kershaw, Stone, all good challenging climbs and then sadly home. 1500 miles and only a puncture. Lots of mud, food, good company, great scenery. How is all this so dull? What DO other people do for a good time?

*Sally A Madgwick, Cornwall Group*

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## GREEN LANING ON A BUDGET!

Dear Ed and all TRF members, I thought it about time to put pen to paper and tell the nation what fun can be had on an old dog of a bike (some other people's views, not mine!) It all started a few years ago when someone showed me a collection of his Second World War Army/RAF bikes and tucked away in a corner up for grabs was a Can-Am Bombadier 250. Asking Price £400. I had just started to rebuild my trusty XS750, did I have £400? Like hell I did. So the thought got put to the back of my mind, until



last year when my Dad phoned me and asked if I still wanted a Can-Am. Armed with a van and a bundle of cash burning a hole in my pocket off I went to sunny Clacton. There it was, matt green, 7000 miles and not

registered! After some haggling and a sob story of wife and three kids I put the bike into the van for £400.

I was given the release papers from the MoD so I could get an age related number plate. All that was needed was tax, insurance and MOT. It sailed the MOT no problem, next insurance. A phone call to Carol Nash and the bike was insured as a classic (being 17 years old) with agreed value unlimited mileage for £42 TPFT NOT BAD, then off to the registration office to pay tax and get a log book.

Next where to use it!! A mate of mine is in the TRF, so along I go to the meeting. Hmmm I thought, not a bad bunch of guys, seem friendly enough, I'll give it a go. A run was arranged for the following Sunday 9.30a.m. My mate just took the micky about my bike saying I'd be better off with a Honda 50, and when I saw some of the other bikes that had turned up I started to think that maybe he was right. XR250s, KDX, DR350, etc. Still, I had youth on my side being 32. No-one here was under 40 and some seemed over 60, so a nice jaunt along some lanes was going to be easy. WRONG!! These old codgers knew how to ride. They took me along lanes that were local to me. (Potters Bar, St. Albans, Stevenage) that I didn't

even know existed. They seemed to sail across mud which I got stuck in!! Stand up, relax your arms a bit and go for it, easier said than done, but after a couple of months I was starting to get the hang of it. I've even started to attract comments like you should try enduros, you'd be quite good and you're starting to get on my nerves 'coz I look behind and expect to see no-one and there you are on that heap! Which I must say brings a smile to my face.

So after a year what do I think? Great fun. Thanks to all the South Herts members for making me feel welcome and giving me some very memorable days out and many more to come. About the bike, if I ever can afford to get something better I will, but I'll never get rid of my Can-Am. I do struggle at times with it because it isn't up to modern day standards but it was built in 1978. Now for a few technical details which I think probably compare well to other bikes of its time, 12v electrics, electronic rev counter, magnesium cases, 26bhp at the rear wheel, Bing carb (as fitted to BMW). Girling shocks and although not a light weight at 288lbs not that heavy either and being a 2 stroke it even has an oil pump. The only thing that has let me down was a broken clutch cable (all cables clutch, brake, throttle cost £10 each) otherwise the Green Mean Machine has run without any problems and with a 3.5 gallon fuel tank I can run all day without the need to fill up (over 200 miles).

So, if you're looking for a bike that will stand up to plenty of abuse and this one has (verbal and physical) you don't mind your paint work getting damaged and want cheap spares don't overlook a Can-Am Bombardier 250 at the right price. If anyone has already got one and you want spares you can always write to me and I will pass on any details that I can. Or if anyone is interested in a Can-Am Club please write.

Thankyou to the TRF and members of the South Herts Group for some great runs and many more to come.

*John Stevens, 272 Mutton Lane, Pottersbar, Herts. EN6 2AU  
P.S. the panniers come off when green laning!*

## GREY IMPORT

I recently bought a Yamaha Serow 225 from a local dealer as a 'grey import' and am seriously happy with the bike. However trying to get a service manual for the machine was another matter. Yamaha UK didn't want to know. My dealer could obtain one for me, but written in Japanese, so I was getting despondent to say the least. As I didn't even have an owners manual I couldn't even check the valve clearances. However a search on the Internet for off road pages came up with 'Motorcycling Online' - a US web magazine. I E-mailed their editor who suggested I phone a company called Outrider in California who might be able to help.

Anyway a phone call that evening to Bryan at Outrider and 3 weeks later I received an official Yamaha Service manual, written in US English, for \$60

including freight... Any readers in a similar predicament can phone Bryan (remember that they are 8 hours behind us) on (310) 452-7790. The Web site address for Motorcycling Online is <http://www.motorcycle.com/>

Mark Bromwich, Huddersfield

P.S. How about setting up a Trail Rider site on the Internet... I know not everyone has access at the moment but there are Cyber cafes and public libraries where internet access is provided and it won't be long before we all are cabled up to the World Wide Web.

Anyway I could administer and set up the site pages for us all, what do you think?

Please see "STOP PRESS".

## WHAT'S ALL THE FUSS ABOUT?

After years of listening to some of the fascinating adventures some of you trail riders get up to from a workmate, I decided to buy an XT350 and find out just what all the fuss was about.

After a somewhat painful introduction to the art of off-road riding techniques courtesy of Trevor "Nightrider" Newton, in the local disused quarry I decided to explore some local green lanes on my own. After getting my map marked up I set off one rainy afternoon for a trail marked on OS87 called Blackway, which goes from Knockshield to Coalcleugh. After about an hour I found the start of what was described to me as an easy trail, only to discover four

hours later and after parting company with the XT more than half a dozen times, once spectacularly head first over the handlebars into a ditch (great fun), that I needed a lot more practice and had the cuts and bruises to prove it.

I now have a KLR250 and have explored a few more local trails and my confidence and experience is slowly growing, along with a large collection of bruises and broken bike parts, but "Nightrider" was right. Trail riding is definitely great fun.

If any Trail Riders fancy taking a total novice out to show him some trails and how it's done please give me a ring.

Rob Common, Sunderland,  
Tel: 0191 548 3110

# STOP PRESS

## TRF ON THE INTERNET

There is now a TRF website on the Internet. It consists mostly of material familiar from the various TRF leaflets and handbook, but the main difference is that this material now has about 30 colour photographs of trail riding taken by TRF members. As well as using these to illustrate the pages, they have also been grouped together to create a "virtual" trail ride.

You can find the TRF website (note there is no www in the address) at:  
<http://dspace.dial.pipex.com/trf>

If any members are thinking of getting on the Internet and would like to have some advice, then contact Pat McGuire on 01844 238414.

## CLASSIFIED

**HANDWARMERS** For warm hands on the trail, install electric heaters in the ends of the handlebars. 12 volt (6 volt, 1 heat available), low powered, each heater on high setting is equivalent to an indicator bulb, on low half that and are suitable for on/off road bikes. Complete kit includes switch, two year guarantee on the heaters. Priced at £24.95 (inc p&p). State model, year, length of handlebars, cheques to WARMFIT Ltd., 1 Forester Road, Portishead, Bristol, BS20 9UP. (Tel: 01275 847570).

**BRENDAN CHASE B&B** Lake Windermere. From £14.00 each x 4 sharing. Bike lock-up. Parking. All rooms C/H, CTV, H & C. Pub & Grub handy. Tel: 01539 445638.

**KDX200 E2** 1990, new tyres, road legal, taxed & tested 1 year, loves green lanes, hates motorways £1100. Tel: 01474 332785.

**ARMSTRONG MT500** ex MOD, one civil owner, T & T, excellent condition, professional tuned engine makes it fast and reliable, great value @ £1250 ono or swap DT175/XL185, etc. Tel: 01252 792672.

**WANTED** 2 or 3 bike trailer. Contact Stuart, 01522 811503.

**APRILIA PEGASO 650** "M" reg, immaculate and only 5500km, £2850. Mark, North Yorks, 01845 526816.

**YAMAHA XT350 "H"** reg, full MOT, 11700 miles, excellent condition, mainly road use, £1500. Tel: Rob 0191 548 3110.

**YAMAHA XT500** 1979, expensive rebuild nearly completed, road use only. No time to finish so £795. Tel: 01257 241289 (Chorley, Lancs.). Also Sidi boots, size 9 and LEM Africa Helmet, £20 and £10.

**NEW TRF MEMBER** in Huddersfield looking for people/individuals for exploring the Pennine and Derbyshire trails - it's not that safe 'on me tod'. Contact Mark on 01484 513158 (eve) or 01484 472004 (day).

**LEATHER BIKE JACKET** Black and red, size 38", little used, £45. Tel: 01200 445657.

**SUZUKI DR350** Enduro '92, tax & MOT, bark busters, big bore exhaust, £1800. Tel: 01200 423169 (Lancs.)

## KIR TRAIL SPORT

### Off-road Tyres and Accessories by Mail Order

#### Barum Trials, Trail & Enduro Tyres

C20	(good all-round Trail tyre)	130/80 - 17	£41.50
C20	(18" version of above)	120/90 - 18	£34.00
ED91	(serious Enduro tyre)	120/90 - 18	£36.00
C14	(hard wearing off-road tyre)	4.00/4.25-18	£30.00
S27	(good all-round front tyre)	3.00 - 21	£25.00
TR1	(Trials type rear tyre)	4.00 - 18	£32.00
TR1	(Trials front tyre)	3.00 - 21	£27.50

#### IRC Battle Rally Trail tyres (Road Legal)

BR90	(T61 or MT17 equivalent)	4.00 - 18	£37.50
BR90	(excellent front tyre)	3.00 - 21	£28.50
BR92	(90% off / 10% road tyre)	4.60 - 18	£42.50

#### IRC Vulcanduro Off-road Tyres

VE33	(std fitment to pre 96 XR Honda's)	110/100-18	£39.75
VE33	(excellent for 17" wheeled bikes)	4.60 - 17	£36.00
VE32	(superb front off-road tyre)	3.00 - 21	£29.50

#### Trail & Enduro Bike 'O' Ring Chain/Sprocket Kits

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Next Day for urgent deliveries	2 tyres	£6.00	£4.50
Three Day delivery as a cheaper alternative.	3 tyres	£5.75	£4.00
	4 or more	£5.00	FREE
Chain and Sprocket Kits - Next day delivery		£4.75	

EAST MIDLANDS TRF GROUP MEMBER

Please phone for more detail or copy of my Free illustrated price list

Telephone: 01949 850530 (anytime)