

GROUPS

BLACK COUNTRY Chris Braznell, Tel: 0121 421 3086
1 & 3 Tues, 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 Tony Bramah, Tel: 0161 366 6813
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, Gowdall, Nr. Snaith

ESSEX
Aelwood Finch, Tel: 01245 329118, Mobile: 0374 471251
2nd Wed, The Swan Public House, Great Eastern, Nr.
Dunmow

GLOUCESTER Wayne Little, Tel: 01452 611735
1st Tue, Painswick Institute, Painswick, Glos.
3rd Tue Worcester Auto Club, Perdiswell Park, Worcester

HERTFORDSHIRE Colin Adlam, Tel: 01727 875618
1st Wed, Call for location

HIGH PEAK & POTTERIES
Simon Lowe, Tel: 01298 24388
1st Tue, Stafford Arms, Bagnall & 3rd Tue, Cheshire Cheese,
Buxton

ISLE OF WIGHT Mark Gregory, Tel: 01983 867730
Last Thur, The White Lion, Arretton, 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

NORTHUMBERLAND Steve Bertram
Tel 0850 863620 11am-6pm Tel & Fax 0191 261 9629
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 Thurs, Duke of Marlborough, 1.5 miles N. of Woodstock

PEAK DISTRICT GROUP
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 Tue, The Phoenix, Twyford, 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,
9 miles North of Worthing

TEESSIDE & NORTH YORKS
Leo Crone, Tel: 01325 380117
1st & 3rd Wed, Blacksmiths Arms, Swainby

THAMES VALLEY 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

WORCESTERSHIRE David Gunster, Tel: 01905 616400
3rd Tuesday, Worcester Auto Club, Perdiswell Park, Worcs.

WYVERN Steve Pighills, Tel: 01902 672479
Every Thur, 10pm, Potter's Rose & Crown, Colley Lane,
Halesowen



Patron: Lord Strathcarron

TRAIL

SEPTEMBER, 1997

No. 229

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

EDITOR: Michael "Nettlebed" Pedley.



Pennine Way, Scottish Borders looking North towards Jedburgh.
The Oxfordshire Group Horse Event Run Leaders Bill & Godfrey "A little lost?"

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

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TRF, P.O. Box 196, Derby DE1 9EY.

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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

Disenchantment and enthusiasm were both present at our National Executive Meeting on September 6th:

Disenchantment by one group at the way the National TRF is run, no sense of belonging, etc. Their group representative however does not attend Executive Meetings, nor we are told, does he intend to in the future. I am sure that there is room for improvement as there is always much work to be done in a voluntary organisation like ours. Anyone who is strongly concerned about the running of the TRF can let their feelings be known at National or Regional meetings and we will be looking to elect a new Secretary at the AGM.

Enthusiasm on a grand scale for the Norton Malreward Appeal. Pledges for many thousands of pounds have already been received (after only 2 weeks). However, please keep these pledges coming as any costs incurred (should there be another miscarriage of justice and we are left with huge legal costs to meet) would be calculated on a proportional basis, i.e.: if the pledges are twice as much as the costs then you would be asked to provide half the amount you have pledged.

It is this necessary commitment that makes me feel proud to be part of the TRF. So let's show GLEAM, the Ramblers, etc. that we are not to be taken lightly and continue to send your pledges of support to Steve Neville. (You don't have to send any money at this stage.)

Happy riding!

NETTLEBED

KIR TRAIL SPORT

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C14	(hard wearing off-road tyre)	4.00/4.25-18	£31.00
S27	(good all-round front tyre)	3.00 - 21	£26.00
TR1	(Trials type rear tyre)	4.00 - 18	£32.00
TR1	(Trials front tyre)	3.00 - 21	£28.00
Pirelli MT17 Trail Tyres			
MT17	(knobbly and road legal)	110/90-18	£34.50
MT17	(17" fitment in 2 sizes)	120/90-17 & 130/80-17	£34.50
Bridgestone Enduro/Trail Tyres			
ED02	(road legal Enduro tyre)	4.60 - 17	£39.00
ED03	(road legal front Enduro tyre)	3.00 - 21	£34.50
ED04	(excellent for 125/200cc bikes)	4.10 - 18	£38.50
* Continental TKC 90 (serious front tyre) 3.00 - 21 £29.75			
IRC Vulcanduro Off-road/Trail Tyres			
sorry out of stock until next shipment arrives probably september!			
Trail & Enduro Bike 'O' Ring Chain/Sprocket Kits			
All kits supplied with Quality 520 'O' ring chain cut to correct length Hard wearing Steel Front and REAR sprockets. - £59.95			
<i>All prices include VAT</i>			
Carriage Charges			
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Next Day for urgent deliveries		2 tyres	£6.25 £4.75
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MOTIONS FOR THE TRF AGM

MOTION

Proposed by David Giles

Seconded by Richard Marshall

Amendments to the TRF Constitution, with the exception of the subscription rate, should be submitted before the preceding May in order to allow adequate opportunity for discussion and reflection by all the membership.

MOTION

Proposed by Peter Banks

(Somerset Group RoW Officer)

I would like to submit two motions for consideration:

1. That para A2 of the constitution be changed, or an additional paragraph be inserted which states: 'co-operate with all countryside users to preserve the integrity of green lanes'.
2. That the following be added to para C4 'the National Secretary shall be informed by the 1st of January of those elected to serve for the following year'.

I wish the above proposals to be put to the September Exec meeting for discussion and the identification of a seconder to me above or any such other form of wording as I might agree to.

MOTION

Proposed by D. C. Clegg

Seconded by Tony Stuart

- a. That "TRAIL", the TRF bulletin, be renamed "Trail Rider"
- b. The TRF logo roundel and "Protecting Green Lanes"

Both a & b to be registered at HM Government Trade Marks Office.

MOTION

Proposed by Richard Jones

That the TRF co-operate with Local Authorities (Probation Services) in the running of TRAIL PARKS for (deprived) young persons.

MOTION

Proposed by Mark F. Holland

(Hon. National Public Relations Officer)

Proposed alterations to the Constitution:

- a. Opening paragraphs are not part of the Constitution
- b. Section A (was "Objectives") altered to "Aims" - to be consistent
- c. New section C
- d. "Membership" section moved forward
- e. Altered or new wording is in bold
- f. In F1 the words in brackets are to be deleted
- g. The bracketed italics after the number for some items show their present position
- h. Minor printing/spelling corrections have not been indicated
- i. Most "TRF" was "Fellowship"
- j. In the Code of Conduct it is proposed to put "...Green lanes are subject to the same laws as all roads' instead of "...as unsurfaced roads".

This motion is important for the smooth running of the TRF and to tidy up our publications - which may be seen by people outside the TRF. If you have questions or suggestions I would be pleased to hear before the AGM. To save all of our valuable time and allow time for the Forward Plan etc. at the AGM it is in our interests that this motion goes through smoothly but democratically.

Sprockets & Chains

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The Trail Riders Fellowship is the national, voluntary and non-competitive body formed in 1970 by people who enjoyed exploring green lanes by motorcycle. The aim of the TRF is to conserve our heritage of green lanes for everyone to enjoy.

Members of the TRF:

- ride road legal ('trail') motorcycles
- on un-tarred public roads (some 'green lanes' - those with public vehicular rights)
- for recreation (not competition) and to enjoy the countryside
- following the TRF Code of Conduct - rights with responsibility and consideration for others.

The TRF is recognised as the governing body of trail riding in Great Britain.

TRF Constitution

A - AIMS

As vehicular rights of way are an essential part of the access network, members of the TRF aim to protect them, and the rights of motorcyclists and others to enjoy them. The TRF will:

- work with all others who have similar aims, and
- co-operate with all with an interest in the countryside to achieve the greatest benefit for all.

B - EXECUTIVE

- (was 1 & 4)
The TRF shall be controlled by an honorary Executive Committee comprising the principal officers, one Group representative from each local Group, a Regional representative from each Region and any officers co-opted to the Committee as may be deemed necessary.

(was 3)

The principal officers of the TRF shall be: Chairman, Vice Chairman, Secretary, Treasurer, Rights of Way Officer, Public Relations Officer, Editor and Membership Secretary.

(was 2)

The principal officers shall each be elected, by a show of hands and a simple majority, at the Annual General Meeting of the TRF and will hold office from 1 January next following the AGM for twelve calendar months.

(was 6)

The Executive Committee shall meet at least three times a year at a time and place to be decided by the Chairman and Secretary or any three principal officers.

(ii) Only the Executive Committee may vote at these meetings and each person is entitled to one vote regardless of the number of posts held.

(iii) Any member of the TRF is entitled to attend these meetings.

(was 7)

A TRF Bulletin shall normally be issued to all members (one to joint members) at intervals of not more than two months.

(was 9)

The Executive Committee shall take such actions and make such payments from the funds of the TRF as may be deemed necessary. Where urgent action is required, action must be taken with the agreement of three Executive Members one of whom must be the Chairman or Secretary.

(was 10)

All members of the Executive are ultimately responsible to the AGM for their actions on the TRF's behalf.

8

(was 11)

The Executive is empowered to seek affiliation with any other organisation to the furtherance of the TRF's interests and this must meet with the approval of the following AGM.

C - AGENDAS & MINUTES

(was part of 6b)

For each meeting of the Executive Committee and for the AGM:

(i) A draft agenda shall be published in the TRF Bulletin before each meeting.

(ii) A summary of each meeting shall be published in the TRF Bulletin.

(iii) Copies of the full draft minutes shall be issued within one month after the meeting to the Executive Committee.

(iv) Copies of the full draft minutes shall be made available at the next meeting.

D - MEMBERSHIP

(was 5)

Members must abide by the TRF Code of Conduct when trail riding on un-tarred public roads.

(was 4)

Only currently paid up members of the TRF shall be entitled to call themselves members and to avail themselves of the services of the TRF. (was B12)

No programme or course of action conceived by any member which involves any significant change in the aims or the public image of the TRF may be put into action without the agreement of the Executive.

4

(was 1)

Membership of the TRF shall be by application to the national Membership Secretary with payment of the annual subscription.

(ii) Acceptance of membership shall be subject to approval by the Executive Committee and may be suspended by the majority vote of the Executive Committee, but such suspension shall be ratified or reversed at the AGM.

(was 2)

The annual subscription shall be determined by the AGM and shall apply from 1 January of the following year.

(was 3)

Honorary Membership is the highest honour the TRF can bestow on a member. Such membership entitles the holder to all privileges of the TRF. The same conditions apply as in D4 part (ii).

(was B8)

Details of membership as a whole or by area shall be available on demand to any member but shall not be made available to non-members.

E - LOCAL GROUPS & REGIONS

Members of the TRF shall be encouraged to form local Groups to deal directly with Highway Authorities and other relevant bodies on all matters concerning rights of way, recreation and conservation of the countryside. Local Groups to organise rides and regular local meetings and generally to promote the aims of the TRF.

A Group shall not officially be recognised by the TRF unless and until it has applied for, and been given approval by the Executive Committee.

Trail Riders Fellowship CODE OF CONDUCT

Use only vehicular rights of way

Trail riding is only legal on public roads. If in doubt, check with the County Council or the TRF

Keep to the defined way across farmland

Wheels can damage crops and grass. Wandering from the road onto farmland or moorland is trespassing. If in doubt, ask

Give way to walkers, horses and cyclists

as a courtesy. On narrow lanes, stop and switch off engines

Fasten gates to safeguard stock

except those tied open for lambing purposes. An open gate invites animals to stray, endangering themselves, crops and traffic.

Travel at a safe speed

Ride at a reasonable speed, taking regard of conditions and visibility. This should not exceed the voluntary maximum of 25mph.

Ride quietly

Machines must be effectively silenced. Use the throttle with discretion, as noise can offend. Green lanes are subject to the same laws as all roads

Honour the country code

Respect the countryside and those who live, work and play in it. Green lanes can be valuable habitats, so take special care in spring and early summer

Identify yourself

Carry your membership card with you when trail riding, so that you may identify yourself as a current member of the TRF - and display a current membership sticker

Please note item D1 of the TRF Constitution.

Members must abide by the TRF Code of Conduct when trail riding on un-tarred public roads

2

(was 3)

The principal officers of the TRF shall be: Chairman, Vice Chairman, Secretary, Treasurer, Rights of Way Officer, Public Relations Officer, Editor and Membership Secretary.

3

(was 2)

The principal officers shall each be elected, by a show of hands and a simple majority, at the Annual General Meeting of the TRF and will hold office from 1 January next following the AGM for twelve calendar months.

4

(was 6)

The Executive Committee shall meet at least three times a year at a time and place to be decided by the Chairman and Secretary or any three principal officers.

(ii) Only the Executive Committee may vote at these meetings and each person is entitled to one vote regardless of the number of posts held.

(iii) Any member of the TRF is entitled to attend these meetings.

5

(was 7)

A TRF Bulletin shall normally be issued to all members (one to joint members) at intervals of not more than two months.

6

(was 9)

The Executive Committee shall take such actions and make such payments from the funds of the TRF as may be deemed necessary. Where urgent action is required, action must be taken with the agreement of three Executive Members one of whom must be the Chairman or Secretary.

7

(was 10)

All members of the Executive are ultimately responsible to the AGM for their actions on the TRF's behalf.

3

(was 4)

Each Group shall hold an Annual General Meeting for the election of its officers and the Group Representative on the Executive Committee. Group officers may be similar to principal and national co-opted officers - according to local needs.

4

(was 3)

A number of local Groups may form themselves into Regions, which must be approved by the Executive Committee. Regions are for sharing experiences, and/or co-ordinating rights of way activities and/or public relations activities. (See also B1 and B4(ii)).

5

(was B5)

The Secretary shall be informed within four weeks of and the Executive shall approve the appointment of all Group and Regional representatives.

6

(was 5)

Groups and Regions shall be financially self-supporting but application may be made to the Executive Committee for financial assistance.

F - A. G. M.

1 A general meeting open to all members shall be held once (at least) in every calendar year in October at a place to be determined by the Executive or at the written request of at least 10% of the members.

2

(was 3)

The time, date and place of the AGM shall be made known (preferably in the TRF Bulletin) so that every member receives at least 21 days notice.

G - TERMINATION

In the event of the TRF terminating all assets and monies accruing to the TRF will be donated to a charity to be named by the Executive that time.

H - VERSION

This version of the Constitution to be submitted to the TRF AGM in October 1997.

(was 2)

All current paid up and honorary members of the TRF shall be entitled to attend the AGM and to vote on all motions. Each member is entitled to one vote on each motion regardless of the number of posts held.

(was 2)

Visitors who are not members of the TRF may also attend, at the discretion of the Executive Committee, but must be declared at the start of the AGM and shall not be empowered to vote or to take part in the discussions.

(was 4)

An independently audited statement of income and expenditure with a balance sheet shall be prepared for each member attending the AGM. Original bank statements shall be available for viewing.

(was 5)

Members who wish to submit a motion for consideration at the AGM should send it to the Secretary by the end of August.

(was 6)

Alteration of the Constitution shall only be made at the AGM and must be carried by a two-thirds majority of those present and voting.

7

6

XT 350 - A TYPICAL CASE OF ABUSE

A trail bike in the true sense of the word, this popular model, still around after it's introduction twelve years ago, is thoroughly competent in all departments, but it has no pretensions to being anything other than a useful trail bike. Long term ownership has resulted in the following faults, that, although only minor in nature, can be avoided through preventative maintenance. The faults are listed in (hopefully) chronological order.

1. Engine missing/cutting out in water crossings but it will start up readily after five to ten seconds. The H.T. lead has a slightly porous outer membrane. Paint the H.T. lead with silicone and also paint the coil for good measure. Make this an annual task to prevent any future problems.
2. Seizure of the shock absorber bottom bolt. This is the Achilles heel of the suspension linkage and it will start to seize after eighteen months. Push out and copaslip annually.
3. A reluctance to tick over (engine) particularly when slowing for a road

junction. Start to get the credit card ready. Get hold of the carburettor float bowls and try to lift them upwards. The carbs will move upwards to reveal a parting of the bonded plastic/metal inlet stubs. You'll be amazed that the engine has continued to run as well as it has done. The fault lies in the weight of the carburettors being supported by the long plastic air filter hoses at one end and the plastic/aluminium bonded inlet stubs at the cylinder head end. There is simply too much unsupported weight aided by too little surface area on the bonded plastic aluminium stub. Don't try to Super glue, Araldite or Evo-stik the stubs together. It won't work! I was unable to source a suitable adhesive although I am sure one will exist. Fifty five pounds will get you a new set of plastic stubs but make sure you order

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the early (de-restricted) stubs. To prevent this happening again use a metal/rubber/metal exhaust bobbin and weld a locating tab to the carbs. This can be bolted via the exhaust bobbin to the frame, supporting the majority of the weight of the carbs.

4. Your next problem is likely to be a 'popping' in the exhaust on the overrun. Remove the exhaust pipes carefully to reveal corrosion in the exhaust pipe immediately where the pipe emerges from the thicker end plate. Fabricate some suitable collars to braze over this weak spot. Make sure this is done to both pipes.
5. This problem can be a gem and it has happened to two XTs in the last five months. When kickstarting the bike, the kickstart drops off the engine due to the kickstart shaft shearing! Looking at the length of the kickstart and the diameter of the kickstart shaft, the kickstart shaft could be marginally small in diameter. The parts required, including a clutch casing gasket come to around £35. For long term ownership occasionally check for any twisting of the kickstart shaft splines.

The final two problems are rim rot, working away from the inside of the aluminium rim. This causes the aluminium to flake in a crystalline form and finally the silencer baffles like to work loose. The swinging arm struggles to cope with a new Pirelli MT43 (trials tyre) if new chain and sprockets have been

fitted. There is very little clearance in the swing arm which would benefit from an extra twenty five millimetres of length. The footrests offer too small an area into which you can input control. They can be improved by welding an extra half a footrest onto each side.

The XT is a proven workhorse, economical at around seventy miles per gallon and it is happy enough at sixty five to seventy five miles per hour on the road. It is as at ease on the Yorkshire rocky climbs as it is in the Northampton clay. It's suspension limitations are only exposed as the pace hots up, but for the trail riding gentleman/gentlewoman, that is not a problem.

Bob McConnell, West Yorkshire

THE WEST SOMERSET HOTEL

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NATIONAL TRUST REVIEW

What do the following have in common?

Goodwood, Chatsworth, Barbon, Prescott, Houghton Tower, Weston Park, Trentham Gardens, Easton Neston, Beaulieu, Hawstone Park.

Yes, they are all nice posh houses where motorsport takes place. Some of these venues have a very long history of motorsport, and none of them regard it as presenting a problem. So what?

The National Trust is reviewing its position on access to its properties for recreation and sporting purposes. In 1995 they decided that although they recognised that vehicles can use Byways, they would oppose the use of Trust land for motorsport.

This review gave us the chance to ask them to reconsider. We listed the property above and asked the question: "If any of these properties came into Trust control, would they ban motorsport there? If so, why?".

We await an announcement.

Taken from LARA News, issue 19

Ed. - Don't forget if you are a member of the National Trust or any other organisation you may be able to exert some influence - if not there's no chance at all.

RIDGEWAY SURVEY RESULTS

Another Visitor Survey on the Ridgeway has been completed, and it contains interesting reading for those who are impressed by statistics. Copies are available from the Ridgeway Office, Department of Leisure & Arts, Holton, Oxford OX33 1QQ

Among the details which are revealed are these:

- 80% 'of those who used them' were satisfied with the information boards.
- Even then, after all the publicity, signs, leaflets, etc., 42% of all users on the Byway and RuPP sections believed that motor vehicles were not allowed there.
- Around 13% of users thought use by motors or motorcycles had spoiled their enjoyment in the last twelve months.
- Only 1.4% of total users were on motorcycles, 1.1% in cross country vehicles.

It just goes to remind us all on what basis public opinion is actually formed.

Taken from LARA News, issue 19

FALCON

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ROW NEWS

CORRIEYAIRACK PASS, SCOTLAND

This route is one of the few green roads in Scotland of which sassenachs are aware. It was built by the English Army and only ever used in earnest by a Scottish one - but has now come into prominence because its status has been questioned. Proposals have been made for a TRO while a survey is carried out, and LARA has suggested that formal Voluntary Restraint would be better all round.

An agreement for restraint by members of two local clubs has been reported as being entirely successful. Unfortunately, the highway authority are saying that there are no alternative green lanes. Locals know different.

Taken from LARA News, issue 19

MAPERTON, SOMERSET

Readers may remember a TV programme in which a horse rider was denied access to a Somerset RuPP. The Public Inquiry was 23 months ago, and at long last the decision has been announced - RuPP WN16/11 has become a Byway Open to All Traffic. As an appeal is likely, and the highway authority have stated that they need to clear and waymark the route thoroughly, we have suggested a six week period of Voluntary Restraint for all motoring users. The landowner has refused to allow signs on her land, but the County Council have agreed to erect our signs beside theirs.

Taken from LARA News, issue 19

ROYCH CLOUGH, DERBYSHIRE

Many readers will, we are sure, be familiar with the system of Voluntary Restraint. Sometimes it is felt to be useful by authorities for LARA signs to be used with a different message. Recent examples have both been in National Parks - one in Northumberland reminding motorists about the lambing season, and the other in Derbyshire, asking all users not to stray from the well established route on the ground.

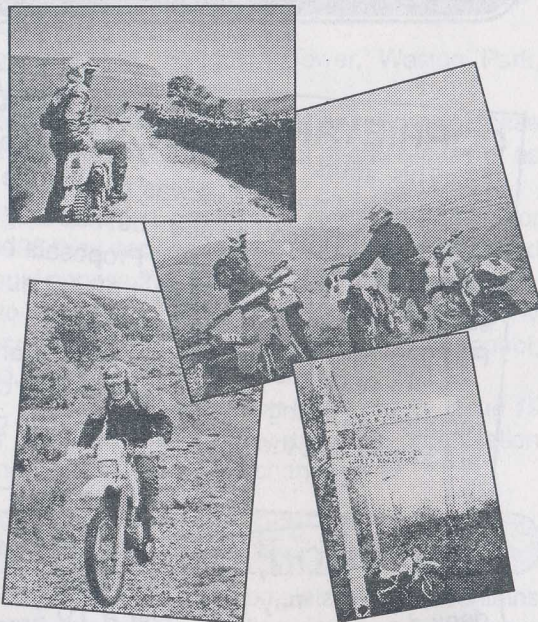
Taken from LARA News, issue 19

1998 TRAIL RIDERS CALENDAR

We are now looking for a picture suitable for our 1998 calendar - must be a good quality colour print or transparency showing a bike, a lane and some spectacular scenery.

To give you an idea of the sort of thing we are looking for, these are some of the pictures which have been used in the past.

The Lucky Winner receives one of our super deluxe sweatshirts or sweaters.



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Similar to XR250, indicators, etc.	& £1875
1989/ Honda XLR250 RK/RM (1 of each)	£1975
1991 As above with rear disc	& £2175
1992 Suzuki RMX250S (x1)	£2575
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1990/3 Yamaha Serrow 225 (1 of each)	£2175
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The above prices include VAT and are on the road which means age related reg plate, full MOT, one year's road tax and one month's no-quibble warranty. All bikes are fully fettled and serviced.

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British
Motorcyclists
Federation

News

DIESEL SPILLS -

BMF SEEKS TO IMPROVE VITAL STATISTICS

The BMF is pressing for the hazards of diesel spillage and oil contamination to be taken into account when police officers attend a Road Traffic Accident (RTA).

Responding to the Department of Transport's 5 yearly review of form 'Stats 19', (officially termed Accident Record, Attendant Circumstances), used by the police at the scene of an RTA, the BMF have gained the support of Royal Society for the Prevention of Accidents (RoSPA) in proposing that the section dealing with road surface conditions be expanded by adding a sixth category for a surface 'contaminated by oil or diesel'. The present five options only cover 1) Dry, 2) Wet, 3) Snow, 4) Frost/Ice, 5) Flood.

Although the BMF has made this proposal in its own right, it has welcomed the support of RoSPA in targeting what it sees as well known hazard.

Said Alan Bridgman BMF Safety and Security Director, "In view of the relatively high incidence of unexplained single vehicle bike accidents, we consider that this simple addition to data gathering will help in our long running campaign to rid our roads of the diesel spill menace".

Ed. - What about mud on green lanes - could it be a valid reason for single vehicle bike accidents? You can be sure that any theory on this point will be properly investigated.

GREAT NORTHERN BIKE RUN

SUNDAY 5TH OCTOBER

AT OULTON PARK, CHESHIRE

ADMISSION

£5 ADULTS £3 SENIOR CITIZENS

ACCOMPANIED CHILDREN UNDER 14 FREE

NEVADA ADVENTURE

I have just returned from a week in Nevada and 600 miles of the most fantastic trail riding. Nevada is the 7th largest state in the USA with an area of 110,000 square miles, a population of only 1.3 million and 45,000 miles of dirt roads and tracks. This has got to be a trail rider's paradise.

The whole state is still seismically active and is the most highly mineralised area in the country, consequently it has a wealth of hot springs and fault lines as well as active and abandoned mines of all kinds from gold and silver through to copper and lead. There are also many ghost towns which died when the mines folded. So apart from the exciting riding there are plenty of interesting places to visit.

My son flew in from Melbourne, Australia and I flew in from Heathrow and we met in San Francisco airport to travel to Reno together where we stayed overnight in a hotel that was more casino than accommodation.

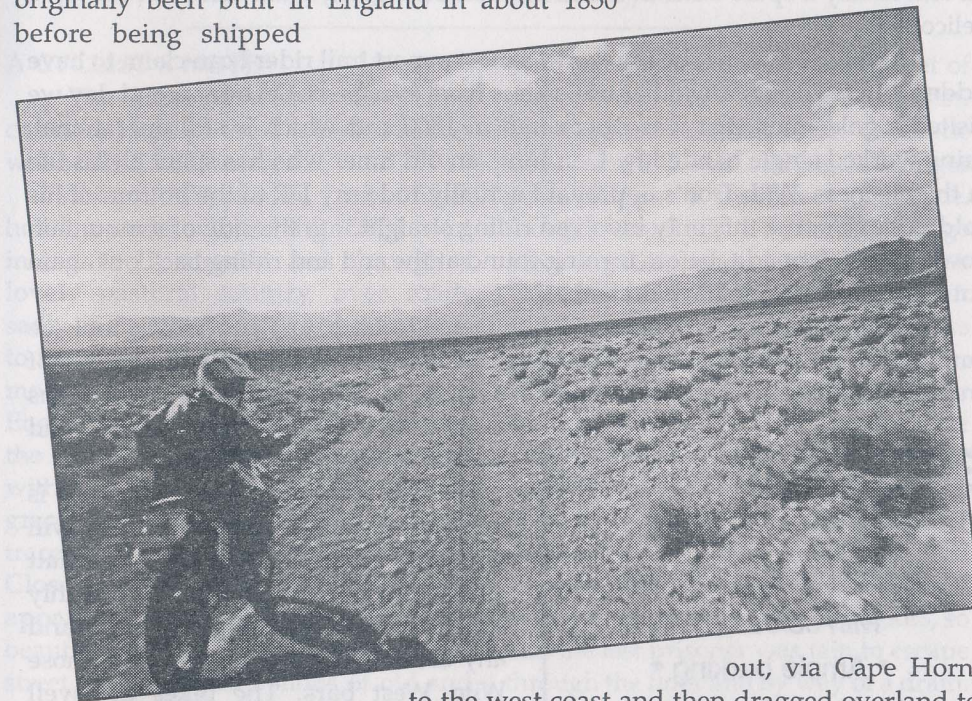
Early on Sunday morning we were collected from the hotel by Matt Ernst



and his driver/mechanic Paul. Matt's company, Nevada Motorcycle Adventures specialises in running trail riding holidays. Although the trips normally have a

maximum of ten riders, due to last minute cancellations we two were the only customers on this ride which meant that we had virtually a personally conducted tour.

On the first day we trucked out east a hundred miles before we unloaded the DR350s and kitted up to cover about 100 miles of very varied going before stopping for the night in a little town straight out of the Wild West. Our motel was simple but clean and the bar where we sampled our first American beers had originally been built in England in about 1850 before being shipped



out, via Cape Horn, to the west coast and then dragged overland to be set up in a boom town. Later it was dismantled and moved over another mountain range to be re-erected where we found it.

Each day while Paul was checking, oiling and gassing the bikes, we would breakfast on bacon, eggs and a stack of waffles running with syrup then we would set off on rides that were filled with visits to abandoned mines, ghost towns, cattle ranches, hot springs, etc., etc. and all on tracks that covered the whole spectrum from flat, straight and easy to steep and boulder choked. There were also some scary hill climbs and descents and one vast dried up lake bed 25 miles long.

One climb took us up to almost 10,000 feet where snow still lay in the hollows. From this view point we could see a bombing range where a full size replica of downtown Baghdad had been built in timber and plywood in little

more than a weekend by an army of carpenters for the USAF to practice bombing for Operation Desert Storm. Burnt out tanks and trucks still littered the landscape.

We would rendezvous with the support truck at midday for sandwiches and cold drinks. The truck is fitted out to meet every eventuality. Matt carries a two way radio on his bike and can contact the truck either direct or via repeater stations. Also on the truck is a 'sat nav' system which locates its position to within 10 metres. A full set of bike spares is carried together with first aid gear, fuel and oil and finally a spare bike. In a dire medical emergency Matt can even call up a helicopter.

Although I may not be the world's most expert trail rider I can claim to have ridden where I doubt any other trail riders have ever been. On our second day we visited a gold mine that was discovered in 1860 and which is still operational, being worked single handed by Don Jung, an old timer who has spent all his life in the business. With Don's approval I actually rode my DR to the bottom of his gold mine. It's true this only involved riding straight into the side of a mountain down a 1,000 foot adit, before turning round at the end and riding back out again but how many people have done that?

Friday came all too soon and our last ride back to Reno which took us through the biggest ammunition dump in the Western World. 250 square miles of underground bunkers containing every kind of ordnance from small arms ammunition to the biggest shells and bombs used by the US military.

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The cost of this though not cheap is very good value for money. £450 will buy you a return ticket to Reno and Matt charges about £150 a day all in. The only extras are evening meals, breakfasts and any drinking that you may do in those Wild West bars. The bikes are well maintained Suzuki DR350s fitted with Acerbis long range tanks, Renthal bars and Pirelli MT21 tyres.

Information brochures can be obtained from Matt's British agent David Grist in Overton on 01256 770775, or you can talk to Matt himself on 001 702 359 4380.

Bob Combley, Oxford

100 YEARS AGO

I thought the following article from 100 years ago, printed in the local 'freebie', was quite amusing.

NOTE: The area the guy keeps getting lost in must be where Mrs. Masters now lives! Perhaps he had her in mind when inspecting the C. Cary 'lock-up'.

Peter Banks, Somerset RoW Officer

A CYCLIST'S NOTES

The following notes by the cycling correspondent of the *Bradford Observer* will be read with interest:-

From Weymouth, on Bank holiday, under a scorching sun, I went inland to Dorchester, and through a lovely pastoral country, over roads sadly spoiled by the dry weather, came to Sherborne, than which there are few more quaint and pretty little towns in England. There is an old abbey church, the ceiling of whose nave is covered with a design in carved stone of great grace, and whose walls bear external traces of a once much larger building. Close by are some almshouses of apparently even greater age, with beautiful outside cloisters; and in every street are houses and shops of old and curious design. Leaving Sherborne northwards, and passing from Dorset into South Somerset, the cyclist loses himself at once - it is inevitable. Four times have I tried, with maps galore, to find a reasonably direct way through the county, and each time have failed more ignominiously than the last the district appears to have been designed and executed by Apollyon himself. There are no highways; at every half mile there are four cross lanes, all of equal unimportance, and at each point

the direction post springs a fresh set of names on the unhappy cyclist. Concerning the small town of Castle Cary, which I was seeking, all finger posts preserve a conspiracy of silence, though Ansford, a minute village adjoining it, appears constantly, and the "road" thither from Sherborne, over which coaches used to run, is grass grown. The rate of travel for a scorcher in South Somerset is four miles per hour, for he spends nearly all the time with open map, and the hills are horrible. In Castle Cary market place there is the ancient lock-up, a circular structure of heavy stone with a conical top, and big enough to hold about one man and a half. It has two iron doors, so that the last prisoner was fain to escape through the floor and by way of a drain. A native told me he would like to see it cleared away, and "something better" put up. I suppose he meant a nice cast iron Jubilee pump, but was glad to hear that the Lord of the Manor will not have it touched. From this place to Shepton Mallet the road is fairly direct, and there remain only seventeen miles or so of tremendous hills, through Radstock to Bath, which my bitter experiences farther south caused me to reach only after lighting-up time.

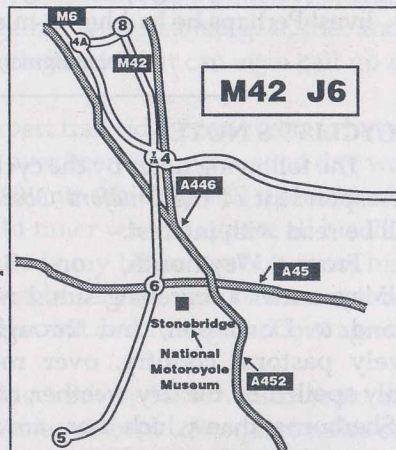
From the Castle Cary Visitor, September 1897

AGM 1997

Saturday 25th October

at The National
Motorcycle Museum
at 10.30am

This is the time the members have their say. If you have anything constructive to say or would just like to see what progress is being made in **YOUR club, NOW** is the time to do it.



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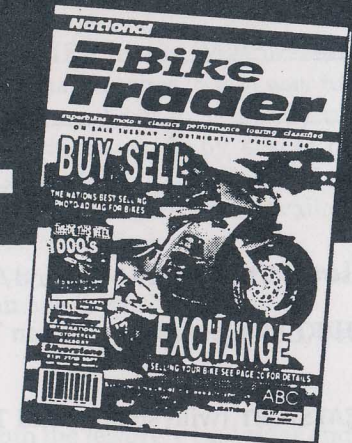
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LETTERS

YOUR THOUGHTS PLEASE

I've been trail riding for four years now in the TRF, first in Wiltshire, now in Surrey. I know that we are in a minority and that it makes sense in one way to ally ourselves with other motorised 'trail' users. However, I am increasingly of the opinion that the great damage done to our unsurfaced roads by 4 x 4s could ultimately speed the demise of trail riding in this country.

The 'ruts' 4 x 4s create must be a danger to horses - apart from swallowing your bike and forcing you to ride with your knees up by your ears.

Does anyone else agree or have any ideas how we could overcome what I am convinced is a real threat due to considerable damage to the "trails"?

Aidon Tod, Surrey

ROOM FOR BOTH?

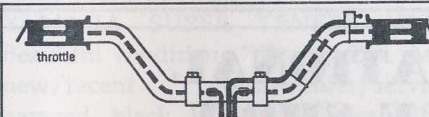
I believe there is space within the TRF for both the leisurely trail rider and the keener riders who like to take part in enduros, etc., as long as they don't use trail riding as enduro practice i.e.: for enduros then they should find some private land to use. OK so that's how I stand on that, but last Sunday I went to the group's BBQ down at Ozleworth Bottom and to be honest I did enjoy myself, but not as much as I would have liked.

Now I'm not a good rider, I'll be the first to admit that, but I did expect to be able to get around the course that was laid out at the BBQ. Perhaps I could have if I had tried hard enough but as I had ridden my bike to the venue I didn't want to do any damage to either myself or the bike.

Now as I said, if people want enduro practice that's OK, but the BBQ is subsidised by the group. Should it not be a least self-sufficient, or even better, with financial situations as they are, raising money. Please don't get me wrong, I have no objection to the BBQ, etc. to look at the finances.

At the end of the day should we as trail riders be subsidising other members to practice for enduros???

Wayne Little, Gloucester
Taken from the Gloucester Group
Newsletter, August 1997



HANDWARMERS!

Originally designed by us for New Zealand's farmbikes, they also proved very popular with the trail bike/enduro riders. Installed inside the handlebar ends, they are immune to knocks and vibration and are ideally suited for both on and off road riding. The kits are for 12 volt DC systems (12 volt AC will do as well), are two heat, each heater on the high setting, is equivalent to an indicator bulb, on low, half that. The complete kit includes handlebar switch, ties, extra connectors, P&P and a two year guarantee on the heaters.

Cheques for £25.95 to:
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1 Forester Road, Portishead, Bristol, BS20 9UP

Tel: 01275 847570

E-mail: warmfit@mcmail.com.

INSURANCE ON RIDES

I am a relatively new member and must say how impressed I am with the ride leaders, social side and rides I've had.

In response to the letter in the last issue of TRAIL re: insurance on rides, when I recently went on a guided ride for which I paid I had to sign a disclaimer form - Gavin Shaw at Chainmail, who organised and hosted this ride, obviously felt that it was necessary in his relationship with 'customers' - however this is clearly different to paying £1 for maps as I understand the TRF tradition runs. Anyway must close.

Nick Ratcliff

OBITUARY

With regret I wish to inform TRF members of the demise of Norman Winkworth.

"Norm" was a member of the Bristol Group since 1978. He rode regularly and showed great skill, making his IT200 do some things that others only dreamed of.

Norman was a well liked and enthusiastic member of the TRF. He was the first to give assistance where required, and always the first to laugh when in trouble.

He died whilst on holiday in France on July 14th.

He will be missed by all of us who knew him.

J. E. Hitchings, Bristol TRF

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at the NEC

8-16th November 1997

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HONDA MT5 1990, 50cc trail bike. 7000 miles. Legal for 16 year old. 100cc engine to fit and uprate. £350. Tel: 01332 863433 Derby.

LEATHER BIKE JACKET red and black, size 38". As new, £40. Tel: 01200 445657.

KTM620 EGS "N" reg, 1996 model, tax, very good condition, datatagged, low mileage, lots of extras, £3900. Tel: 01773 604558 or mobile 0976 760083 (Derbyshire/Lincoln).

YAMAHA SUPER TENERE XTZ750 Beautiful condition, "F" reg, 27K. Many new/recent consumables/serviced, garaged, black, c/stand, c/oiler, c/bars, Dynojet, stainless exhaust, £2200 ono or swap Transalp. Tel: 01252 735827 Farnham, Surrey.

ARMSTRONG 175cc motocross bike, 1982. Monoshock suspension, road legal tyres, lights, excellent condition plus spares, £475 ono. Tel: 01452 371461.

OWENSPORT: O'Neal, Enduro Engineering, CycoActive, Pro Racing, Wulfspor, and more. Best prices for American accessories and clothing imported direct from the US, eg: front fender bag (very nice) £19.95; heated grip inserts (like a car heated rear window) £24.95; handguards from £29.95; Shark Fin rear disc protectors £19.95; Rock Tex (like Gore Tex) enduro jackets from £89.95. Phone for a free catalogue and price list.

Tel: 01670 852384 or 01670 815017 (evenings).

YAMAHA DT125R "N" reg, excellent condition, only 2300 miles of mainly road use. Power valve kit, Acerbis handguards, taxed. £1850. Tel: (0191) 456 4696 eves or 0860 739104 days, Tyneside area.

KAWASAKI KLR250 1989, "Q" plate, new chain and sprockets, headlight, seat, fork seals and brakes. £600. Tel: Rob 0191 551 4762 Tyne & Wear.

YAMAHA WR200 1997. "P" reg. Trail ridden only, as new, £2750. May part ex XR250/KLX250. Tel: 01200 445657.

WANTED rear wheel in good condition for 1985 Yamaha DT175MX. Tel: Rupert Kemp on 01252 792672.

CRM250 3000km, "K" reg, 1992. £2250. Contact Rodney at Larkholme, Lancaster Rd., Knott End, FY6 0DX.

HONDA CL250S "X" reg, T & T, low mileage, new chain sprockets, exhaust pipes. £900 ono. Tel: 0181 395 1620.

KAWASAKI KLX250 C1 1993 "L" reg, 8 months MOT, good condition, £2200 ono, also **KAWASAKI KT250** 1976, excellent condition ring for details, £900 ono. Tel: West Yorks. 01924 500316.

SUZUKI DR350 "N" reg, 1995, 5500 miles. Good condition, £2400. Tel: 01765 600050 (North Yorkshire).

XR400 1997, trail use only. House purchase forces sale. £4300 ono. Tel: 01772 734082.

YAMAHA XT350 1986 "D" reg, good condition, v. reliable. Brush guards, renthals, new O-ring c & s, new MT21s. £1295. Tel: Nick 0181 533 6986 (E. London).

KAWASAKI KLR650 1987, "E" reg, only 13000 miles. Excellent condition, £1750. Ring Roger Jones on 01529 460238 (Lincolnshire).