

GROUPS

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

BRISTOL Martin Harding, Tel: 01179 696674
4th Mon, Keynsham Rugby Club, Bristol Road, Keynsham

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 Richard Smith, Tel: 015394 33470
2nd Tuesday, Derby Arms Hotel, Witherslack, Nr. Kendal

DERBYSHIRE & SOUTH YORKSHIRE
Kevin Marsh, Tel: 01246 237910
2 & 4 Tuesdays, The Angel Hotel, Spinkhill, Eckington, Nr.
Chesterfield, Derbyshire

DEVON Richard Arscott, Tel: 01803 612950
2nd Tue, The Welcome Stranger, Bickington, Nr. Newton
Abbott

DORSET Paul Jackson, Tel: 01305 772208
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, The Old Guinea, Ridge, Near Potters Bar

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, Arreton, 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 450289
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
Simon Mason, Tel: 01773 713188
1st Thursday, 8pm, Travellers Rest, Ashbourne Road, Derby

RIBBLE VALLEY Tony Broughton, Tel: 01200 423239
2nd Tue, Pendle Hotel, Chaitburn, 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 Ron Rickarby, Tel: 01271 326653
2nd Wed, The Hartnoll Hotel, Bolham,
A396 1 mile north of Tiverton

WEST YORKSHIRE Gordon Carr, Tel: 01729 830569
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

JANUARY, 1998

No. 233

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

EDITOR: Michael "Nettlebed" Pedley.



Richard Smith & Graham Cavhan on Coal Road, Dent

Photo by Roger Harris

CONTENTS

Editor	3	BMF News	11
From the Chairman	4	FEMA	13
From the Membership Sec.	4	A Bit On The Side	14
Group News	5	Proposed Ballad of the Trail Rider	16
RoW News	6	TRF To The Rescue	17
The Show Scene 1997	9	Letters	18
The Motorised Horse	10		

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

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EDITOR

Happy New Year to you all. I hope you all enjoy your riding in 1998 and have many safe and hassle free hours on the trail.

Let's make 1998 the year of the T.R.F. As we approach the Millenium the future looks rosey. We ride as many lanes as we ever did, with still more to discover. Membership and interest are growing and there is an ever increasing choice of trail bikes to try (due largely to grey imports).

This month's cover picture has again been supplied by Roger Harris of Cumbria Group. Roger is one of our regular sources of supply for the front cover picture and uses a 35mm compact with very good results. A good quality 35mm camera in the right hands is capable of getting the results. If you don't already own one then these are available second hand from around £20 and new from £50 - £60 upwards. For the photograph to be of use it should be nicely composed, i.e. showing a green lane/ trail bike/ scenery/people/animals or a combination of any of these. If the photograph isn't in focus or isn't exposed correctly then, no matter how interesting the content, I am afraid that we cannot use the photograph.

The Yorkshire Dales is a beautiful part of the country, hence the proliferation of photographs from this area, but there are other lovely areas and it would be

interesting to see pictures from the West Country, Wales, Scotland, Peak District, and Southern England. If your area has not been mentioned and you have a suitable photograph, please send it to us so that we can all see the attractions of riding in other areas.

Nettlebed

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EAST MIDLANDS TRF GROUP MEMBER			

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Telephone : 01949 850530 (anytime)

NEXT EXECUTIVE MEETING

24th JANUARY, 1998

THE BARN, HOCKLEY HEATH

SOLIHULL

FROM THE CHAIRMAN

1998. Another year gone by! They seem to go quicker now, I can't think why.

Hope most of you enjoyed plenty of varied trail riding in 1997. Us Cornwall lot continue to visit other groups and host groups from other areas. Adds a lot of interest to our hobby through seeing and riding in different scenery and meeting new friends. Our members are now wanting to know where we're off to this year. If you fancy a Cornwall trip this year give Sally Madgwick or myself a call.

We can all face 1998 with renewed confidence for the TRF having put all our troubles behind us. In fact our membership is now the highest I can remember, being over the 1900 mark.

Talking of membership - can I remind you that Graham is anxiously awaiting the postman each morning for your renewal forms and cheques. Lets see your 1998 stickers on your bikes in good time.

Have fun, ride safe and proud in 1998.

Tony Stuart

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FROM THE MEMBERSHIP SEC.

The enclosed renewal form is the last you will be getting. The membership at the end of 1997 was just over 1900. More next month.

Graham Stratford

• GROUP NEWS •

WEST YORKSHIRE GROUP

At our AGM on 4th December 1997, our Chairman of the last six years, Gordon Carr, at last persuaded the Group to give him his freedom to escape and live by a lane on the 98 map.

Unanimously voted to be our new Chairman - another Gordon - the legendary "snap-on" Gordon Thackrey - why? -

- because he is a founder member of the Yorkshire Group
- because he has been trail riding for over 20 years
- because he supports TRF rights of way work
- because he says he will support other club activities
- because it should stop him heckling at meetings!

Once met never forgotten. For 'bottle' on the trail, and for enthusiasm for our cause, this man is hard to beat.

At the AGM our full runs list of 28 events for 1998 was worked out thanks to numerous volunteering members.

The full print-out is given to each member as his '98 subscription is paid - what a bargain!

We roll on and are busier than ever.

"Wainwright"

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Tel/Fax: 01984 634434**

FROM THE RoW OFFICER

Norton Malreward

At long last it seems that the Norton Malreward case is going to be heard in the High Court. The proposed dates are the 11th and 12th February. So far the TRF has paid out over £1500 from the fighting fund to the barrister. Many thanks to all of those of you who have sent us money for this. As you are all aware resorting to the legal system to rectify injustice is an expensive business; and it doesn't stop here. When the case goes to court there will be appearance costs and other expenses to pay. Pledges so far are approaching £30,000. This is a superb effort on the part of all vehicular users.

Chesilbourne - Dorset

Following my last report in November '97's TRAIL about the extinguishment of vehicular rights on a byway at Chesilbourne in Dorset, Tim Stevens has put in an appeal. However the appeal is against the way in which the decision was made rather than the actual decision per se. This is important since it appears that the liability for costs is not the same. The basis of our argument is that the magistrates made their decision on spurious matters viz. that it was a good idea to extinguish vehicular rights

for environmental reasons, i.e. surface damage, etc. Notwithstanding the fact that this is totally unfounded based on a whole pile of independent reports over the last 20 years but it is irrelevant in law. The Highways Act 1980 only talks of the necessity of a highway; QED.

Again the fighting fund has been called on to cover the initial cost of the appeal to the tune of a few hundred pounds. Rumour has it that the highway authority and parish council are a little worried. Good!

Monks Trod

The existing TRO prohibiting 4WD vehicles may be extended to motorcycles. Another consultation exercise has been taking place but I am unaware of any outcome at present. The reasons? Surface damage and the ever widening nature of the road because of the need to traverse boggy unmaintained sections.

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*We welcome old
members and new!*

This seems a ripe case for a Highways Act 1980 section 56 notice for a road out of repair. Any takers? We'll fund the costs.

Clapton Farm Lane, Maperton, Somerset

Illegal obstruction is still continuing on the above byway by the owners, the infamous Masters clan. A fence and barbed wire still obstruct the road between Upper and Lower Clapton Farms. Turnips have been planted in the road. The highway authority could serve a notice under the Highways Act 1980 section 143 but have so far failed to do so. Users are still being abused. Somerset County Council have been reminded of their duties under section 130 (duty to assert and protect public rights, etc.). One can appreciate their difficulties in the face of a plainly arrogant landowner but they have the legal duties. There are illegal notices posted but we are waiting for the Area Highways Manager to remove them.

We understand that the highway authority is drafting an injunction against the Masters to prevent them from further obstructing the unclassified road (UCR) and byway. They certainly have our support in that! The issue is being confused in the usual way by the claim that the UCR part of the route is a footpath (sic). There appears to have been a high court challenge put in against the status of the route, so expect this saga to continue.

The police are generally co-operative and know that the entire route is vehicular. Many thanks to Peter Banks and local users (including cyclists and horse riders) for their efforts.

RoW MATTERS

There is a pleasant green lane near Shepton Mallet, Somerset called RUBBLE LANE.

Somerset County Council have decided to make a bridleway order. Typically, Rubble Lane is recorded only as a footpath and about a year ago the Mendip Bridleways and Byways Association put in a byway claim. The Somerset Group of the TRF have withdrawn their objection to bridleway. I expect the Order Making Authority will say to the Inspector that the TRF clearly believes, in withdrawing its objection, that carriageway rights probably do not exist. This stance only lets H.A.s have an easier ride, in my view.

I am not a member of Somerset TRF Group.

Happy New Year, Gwyn Thomas

LINCS/LEICS

Could all riders in the Lincs/Leics area please note that the UCR from Allington to Bottesford (map 130) has effectively become a dead end.

We have been advised by Leics CC that the hedged section of this lane at the Bottesford end from the train line crossing up to the gap in the hedge where the lane turns off to the right over the field (where the new 'No Motorcycles' sign has appeared), was downgraded to Bridleway status in 1980.

As this section is only 100-150 yards and downhill, when travelling towards Bottesford, could riders please dismount and push their bikes down to the level crossing (or turn round and go back the way they came).

I will try to resolve the problem but it may take some time!

Joe Greaves, Leics. TRF RoW Officer

ILLEGAL RIDING IN THE CHEVIOTS

TRAIL, December '97, carried a mention about the current problems, and consequent management initiative, in this part of Northumberland and southern Scotland. For once, it really is not a case of the 'evil authorities' trying to do-down legitimate trail riding - I have been involved with the process on Tim Stevens' behalf due to living reasonably locally.

The various authorities involved (led by Northumberland National Park) are not seeking to 'strike at trail riders' in the sense of any blanket, or even local, ban on the use of legitimate rights of way. The real problem is in a significant amount of unlawful motorcycling: unlicensed bikes/riders on highways, and bikes on open countryside. This has been a fluctuating and recurring problem in the Cheviots for as long as I can remember, with a lot of the bad lads coming down out of Scotland (maybe that's something genetic in these parts?)

The difficulty lies in sending a message to the offenders, be it education (leaflets, signs, etc.) or enforcement (Rothbury Plod is on the case) without casting aspersions on legitimate trail riding. That is not 'complete voluntary restraint'; all it says is that certain things are illegal and you cannot do them: TRF policy, I believe.

And there is another difficulty in all of this, which seems to be overlooked; The principal Cheviots trails, in England at least, are on the definitive map as bridleways! It is unrealistic to expect any public agency to say something like 'Use Clennell Street - it is quite lawful' when the definitive map says otherwise. The best you can expect is language in the codes of conduct that carefully tap-dances through the legal minefield of lane status. Is everyone who rides along Clennell Street ready to go to court to prove its status if necessary?

The Cheviots situation is not at all negative to responsible trail riders. We are trying hard to find an approach and form of words that attenuates the hooligan problem, accepts the reality that parts of the hills are so over-promoted that bobble hats outnumber pine trees, and keeps us all out of court and public inquiry for as long as possible!

Oh... I went to a meeting of the Alwinton Parish Council, along with officers of the National Park, to explain LARA approaches, what is possible, management wise, etc. We got a fair hearing too, even from the lady councillor who plainly doesn't like motorcycles very much. She understood the difference between the local Fireblade racers, the Goldwing owners' club rallies, and trail riding, and was savvy enough to ask me why these big bikes were so quiet while the dirt bikes coming to Alwinton on a Sunday morning rattle the windows and make a hideous din. And you know what? I had no good answer.

Regards to all, Alan Kind

The Show Scene - 1997

During 1997 I prepared Display Equipment for a total of twelve events. Major shows were the BMF Rally at the East of England Showground (financed and manned by South Northamptonshire Group), the BMF Garden of England Rally (manned in awful weather by Kent Group) and the Dirt Bike Show at Donington (East Midlands Group).

Other events included the Cardiff RoW Conference (South Wales Group), Wheels in Motion (Derbyshire and S. Yorkshire), Durham Police Bike Show (Teesside and N. Yorkshire), Rossendale Motorcycle Show (Lancashire), Young Farmers Show (Cheshire) and Blackburn Show (Ribble Valley).

The display material was updated by a selection of Roger Harris' fine photographs and revised map montages by Mick Hulbert, and comment from members organising the regional shows was positive.

The display at the BMF Rally received much favourable comment and the TRF Stand was placed 8th overall by the Judges at this vast show, where many clubs are operating on much larger budgets than ourselves. The stand was crowded on both days and over 20 new members joined the Fellowship during the Show - we appeared to have presented TRF in a positive way.

Imagine my surprise when the same display, featuring all facets of TRF activities - Rights of Way, Caring for Green Lanes, Horse Events, Group Activities and Trail Riding in a variety of locations was deemed not to be "relevant" for the Dirt Bike Show by the East Midlands Group, who commented: "The standard display is probably fine for providing information at a country landowners show, but is much too dull for a show of this type with nothing on it to attract new members".

Until we have a defined and agreed policy for publicity and public relations the presentation of the TRF image at shows will continue to be open to endless debate. In the absence of a statement of policy the objective which some organisers will focus upon will be **recruiting new members** regardless - even if this means featuring selected "attractive" information (riding, machines, equipment) and ignoring other factors (Rights of Way Research, Caring for Green Lanes, etc.).

Applied to the Dirt Bike Show this involved sub-letting 50% of the TRF Stand to a commercial company selling imported machines and accessories, and discarding half of the display panels which I had erected on a full size mock-up at my factory for viewing on two occasions by the East Midlands Group member responsible for the show. The small bathroom sized TRF stand which visitors to the Dirt Bike Show saw was very different from the uncluttered 4 metre x 2 metre stand on which I set up the panels after delivering them to Donington two days before the show.

As the East Midlands Group clearly knew beforehand that they had sub-let half of the stand it was inconsiderate to say the least to let me spend time and effort preparing material for a full size stand. I suspect that their reticence could have been

caused by the sub-letting having more to do with securing stand space for friends in the trade at an oversubscribed exhibition than presenting TRF "In a credible manner", which was the explanation subsequently offered. Mention had been made in passing that "a motorcycle" would be on the stand - I believe that this is known as "being economical with the truth!"

In conclusion may I point out that although for reasons of space I appear in TRAIL as Jeff Ward Ltd., my work as Display Equipment Co-ordinator is carried out as an individual TRF member. It is NOT a commercial service, and the only charges passed on to TRF are the nett Carriage Charges for despatch and return of the equipment to groups, and printing, encapsulation and purchase of new equipment such as header panels and banners. The task of running this "library service" for the Display Equipment is time consuming, and has to be fitted in around the commercial activities of my company. Therefore I do not think well of people who demand a service then waste my time, as related above.

If any other member would like to take over from me I would be pleased to stand down now after four years. Please do not underestimate the space required to store the Nimlock Display Panels, and the banners and poles and frames and posters and artwork, etc. Much of it needs to be kept in heated and ventilated storage - not in a damp garage, and of course you need to operate from commercial premises in order to despatch and receive the equipment by road carriers during normal working hours. Packing and banding equipment is required. If you have such facilities and would like to produce "relevant" and "credible" displays please step forward now to ensure continuity for the 1998 events.

Jeff Ward

Why do you think I'm so happy?
Cause I own a dirt bike of course.
I ride it for miles over rough ground,
And treat it just like a horse.
I feed it in the morning,
And bed it down at night,
One difference tween it and a horse is,
You don't have to clean up the stall.

I've had it for several years now,
And it's always been ready to go.
Spring, Summer, Autumn,
Even in thick driving snow.
I can ride it fast if I want to,
But slow is when I'm at my best,
And if it gets a bit ornery,
I stop and give it a rest.

It must be coming up sixteen,
And never a day gone by,
That I haven't been thankful I got it, well
Except when it taught me to fly.
I saw the hole but kept going,
I should have throttled her back.
The old girl stopped but I didn't,
Landed five yards down the track.

Didn't hurt myself too much,
Cause I landed on the grass.
I could tell what she was thinking -
What a silly ass.
You could call it a refusal,
Or just stupid on my part,
But there you go, I always have been
A doddering old fart.

So now I'll pull my boots on,
And go for one more run.
I'm sixty-one next birthday,
And still having lots of fun.
The Guys usually wait if I fall off,
Until I catch them up,
But if I fall off a second time,
They leave me behind in the RuPP. (Joke)

The Memory Man, West Somerset

THE MOTORISED HORSE

British Motorcyclists Federation News

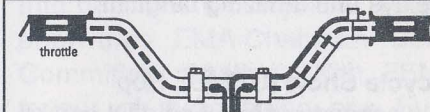
BMF SUCCESSFUL

Plans to ban the practice of a rider refuelling a bike while still aboard have been dropped, thanks to the BMF!

This follows a meeting last week between the BMF and Health and Safety Executive (H & SE) officials to discuss proposals, contained in a draft document; 'Petrol Stations; Managing the Risk of Fire and Explosion', that would have required that 'motorcyclists and their passengers should dismount from their machines when refuelling', meaning that for bikes without centre-stands, bikes would have to be held upright with one hand while filling with the other if the rider wanted a full tank.

The main H & SE concern, that holding a bike upright while sitting on it was a difficult operation, was dispelled by the BMF pointing out that riders did this every time they stopped at a road junction - adding that they wouldn't get very far if they couldn't!

Thanks also to BMF representations, a second proposal, to restrict home storage of fuel in a domestic garage or shed to 20 litres, will be amended to 27



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litres to cover storage in the old style 5 gallon 'jerry cans'.

Speaking after the meeting, BMF Safety Advisor Alan Bridgman said: "This is a good example of 'rider power'. We presented a rational argument, the H & SE listened and the proposed legislation will now be changed. It may not be a high profile topic, but it shows what a riders' rights organisation like the BMF can achieve in representing the interests of all UK motorcyclists".

NB. As some supermarkets have already issued instructions to staff that riders should dismount before refuelling, the BMF want any rider still being requested to do so to contact the BMF office on: 0181 942 7914.

BMF EVENTS 1998 - You can't miss 'em!

Next year will see the BMF running more shows than ever. Through its subsidiary BMF Promotions, Mike Fairhead, the mastermind behind the hugely successful BMF Show (for many years, 'The Rally'), will be working with his team to lay on FOUR major events! All of them designed to raise campaign funds for the BMF and therefore for motorcycling as a whole.

May

- 14/15/16th **BMF MEMBA Rally**, Peterborough (BMF members only)
- 16th BMF members **Privilege Day** (Pre-BMF Show day)
- 17th The **BMF SHOW**, Europe's biggest one-day biking extravaganza, East of England Showground, Peterborough. A non-stop spectacular of thrills 'n spills, stunts, displays and amazing bargains

June

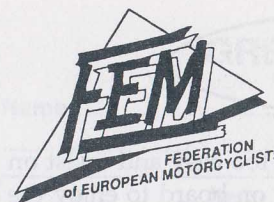
- 14th The **Garden of England Motorcycle Show (GEMS)**, Hop Farm Country Park, Kent. Great weekend out in a beautiful part of the country. Bike Show, Arena Displays, Exhibitor Stands, Silly Games, Competitions. Overnight camping is available with some great live music to keep you going until the early hours.

September

- 19/20th **New! Tail End** (BMF members only), Peterborough Showground. Less of the commercial, more of the camaraderie! Party around the world with authentic food and entertainment from France, Germany, USA, Japan and the UK. If your club would like to hold its own Rally over the weekend, then contact us. The BMF promises a weekend to remember - don't miss it

October

- 4th **Great Northern Bike Run and Show**, venue to be confirmed, but definitely on, definitely oop North!



EMA + **European Motorcyclists Association** = **FEMA**

FEMA - UNITING FOR MOTORCYCLISTS' RIGHTS

Motorcycle riders' rights organisations FEM and EMA become the Federation of European Motorcyclists' Associations (FEMA) on 1st January 1998. This unites 23 national organisations of 18 European countries as a massive force, protecting and promoting the interests of all motorcyclists. The inaugural meeting takes place in Brussels on 10th January with the signing of the European Riders' Charter summarising FEMA's aims.

The move will result in more solid funding and increased political clout, along with improved co-ordination and sharing of ideas and methods. Indeed it is intended that a fourth person, nominated by former EMA members, will be employed at the Brussels HQ in 1998. He/she will join the existing FEM team of Christina Gesios, Bob Tomlins and Simon Milward.

The International Riders' Rights Conference hosted by the Federation Internationale Motocycliste (FIM) last April was the catalyst for unity. Shortly afterwards EMA Chairman Don Lewis proposed the idea to his next Committee meeting. With FEM members previously agreed position in favour of there being one European organisation, a working group of members of both organisations proposed a constitution which was approved by the FEM Committee on 8th November and the EMA Committee on 29th November.

Milward commented, "That we have managed to do it so quickly is a real credit to the movement. The work of protecting the interests of all motorcyclists is the highest priority in the ever more complicated legislative environment. We hope that all the individuals, clubs, companies, press and others who formerly supported either organisation will continue with their support in 1998 for FEMA: we shall endeavour to make the best possible use of it".

Please amend your records:

FEMA, Rue des Champs 62, 1040 Brussels, Belgium
Tel: 00 32 2 736 9047, Fax: 00 32 2 736 9401,
E-mail: fema_ridersrights@compuserve.com

A BIT ON THE SIDE

To all you trail riders out there who find two wheels too easy and insist on pulling an extra wheel through the mud with a passenger on board to enjoy the fun: I want to put together a survey of the outfits that are run on Green Lanes. This is really with respect to the design of the outfit. Are they ex-trials outfits, or ex-MX or purpose built, what are the changes you have made and still want to do? There will only be a handful of you out there, so please help. When I have the results I will publish the findings in TRAIL

I used to ride a Bultaco 325cc Trials outfit in National Events in the 1970s, with some success, we managed to avoid being last a few times! The outfit was very light, narrow and the engine had 'Scrambles' tune, whatever that really meant. It was very unstable, but with care went very well. Although some of the events used to last six hours, it was not well suited to the bits between the sections. The brakes were not up to the speed, and the outfit was very greatly affected by camber, making it necessary to work all the time to keep the outfit on course.

Before I went to Germany, I ran a much modified 650cc Ural outfit on the Green Lanes. This had about 40bhp, leading link front forks, a 38" track and even with a lot of effort I could not get the weight below 270kg from the original 320kg. When the frame is in places 5mm thick, there was a limit to further weight reduction. Another limitation was the shaft drive, even with the lowest final drive bevel box ratio available, an 18" wheel and a low profile tyre, it was still slightly high geared, tough!

I have also run the twin wheel drive Dnieper 650cc and 750cc outfits on the lanes. The sidecar wheel is driven by a shaft across the chair, this comes off a split torque differential in the rear wheel final drive assembly. Another heavy beast, but impressive grip.

I have seen modified MX outfits being used on the lanes. They are very wide, are they too wide? They have to use the wheel sizes specified in the competition rules, not those best suited. The same goes for those rare beasts, Enduro outfits. Did you know that a Russian 340cc Ishevsk outfit got placed in one of the International Welsh Enduros in the 1970s.

I am now building an outfit based on a Kawasaki KLR650. This at around 150kg as a solo, 46bhp and decent suspension and brakes, it should be interesting. But then there are a whole series of questions. I want to pool our knowledge, and then want you all to learn from the other owners/builders. After all, the better the outfit is at keeping moving when the going gets tough, the less effort it takes, and the less wear is caused to the surface of the green lane.

I would appreciate answers to the questions on the Green Lane Outfit Survey. on page 15.

Peter J. Ballard

GREEN LANE OUTFIT SURVEY

Name Address

Item	Originally	Currently	Preferred
Motorcycle used			
% Final drive ratio lowered from standard			
Outfit derived from: Trials/MX/Enduro/Road/Special			
Weight			
Wheel base			
Track of outfit			
Overall width of outfit, including bars:			
Lead of sidecar wheel in front of rear wheel			
Ground clearance laden/unladen			
Lowered rear suspension, how much			
Lowered front suspension, how much			
Wheel sizes? front/rear/chair			
Front fork type (telescopic/leading link)			
If leading link, what manufacturer/supplier?			
Trail of front fork geometry			
Brake fitted to sidecar wheel (disc or drum)			
Sidecar suspension linked to bike suspension			
Seat provided in sidecar			
Sidecar chassis ground clearance - laden/unladen			
Motorcycle lean out when laden			
Sidecar wheel toe-in, over the wheel base			
Sidecar max. suspension travel			
Other			
Other			
Other			

Thankyou and please return completed form to:
Peter J. Ballard, 9 Barn End, Marshfield, South Gloucestershire, SN14 8PE.

BALLAD OF THE TRAIL RIDER

While leafing through a book called, would you believe, "The Happy Herring Song Book" I discovered a little number called "Green Lanes" and attributed to a lady called Judith Bush.

It struck me that we should have a T.R.F. song to go with the badges, T-shirts and other merchandise. For the musicians amongst you the chords are D,A,G and the odd E minor and, in the words of the great Rambling Sid Rumpo, this song is to be sung "Gaily with just a hint of Wintergreen".

Follow the old green lanes,
As the crow flies so will I.
See how the grey stone walls
Climb the fell and touch the sky.
Farms and Cottages
Clinging to the fellside,
Far below us and in another world
Travel the ancient ways
With only sheep to watch you.
See how the water tumbles
Down the fell and disappears from view.
Come travel with me
If the spirit moves you.
Time's an illusion, so leave it far behind.

So what do you think? Not to your taste? Maybe something in the blues mode such as.

"Woke up this morning,
Got them ole trail riding blues
I got water in my electrics,
An' I got water in my shoes." *(Sorry Ian!)*

Maybe Country is more your bag. You know the scene- Truck run out of diesel, ridin' on the Settle-Carlisle, six days on the trail, dog done died etc. *(Sorry Simon, Gary, Peter).*

"My R.O.A.D. T.A.X. expired today.
Me and little YAM-A-HA,
Cain't come out to play". *(Sorry John!)*

Or perhaps a little something by Chris Rea?

"Riding cross a river,
Where the water doesn't flow.
It travels underground all the way to Muker
This ain't no technological freeway.
This here's the lane from hell."

I think I'll take my guitar to a darkened room now. I feel a concept album coming on.

'Trailin' Rodger Davies, Lancashire

TRF TO THE RESCUE



This is a photograph of TRF member Daniel Gill from Richmond in North Yorkshire. It was taken in early November 1997 whilst out on a ride on the North Yorkshire Moors.

The young lamb was trapped in a fence and looked like it had been there some time. It probably thought Daniel was some kind of huge bird with that stupid peak of his!

Roy Taylor

LETTERS

ANYONE GOING DOWN UNDER?

On a recent holiday in Australia I made contact with the Australian Motorcycle Trail Riders Association, based in Victoria at P.O. Box 8, Ringwood, Victoria, 3134.

They appear very organised and professional, hire bikes can be had from: Gamers Motorcycles, 179 Peel Street, North Melbourne, Victoria 3051, Tel: (03) 9326 8676, Fax: (03) 9326 8717.

Don't forget to dodge the roo's!

Mark Gregory, IoW Group

THANKS

I would like to thank everybody who helped on the TRF stand at the recent Donnington Dirt Bike Show.

This year's stand was by far the most attractive and generated tremendous interest, just ask our members who manned the stand, they barely managed to find time to look round the show for themselves.

Patrick Bramman and Richard Marshall deserve a pat on the back for organising the stand and all the East Midland members and others that did an excellent job of promoting the importance of the TRF.

A big thank you also to Leisure Trail UK who paid half the stand costs, greatly enhanced the stand with their Honda CRM250 Special and manned the stand for all four days always putting the TRF first.

Kev Rice, Secretary, East Midlands Group

WITLEY 200

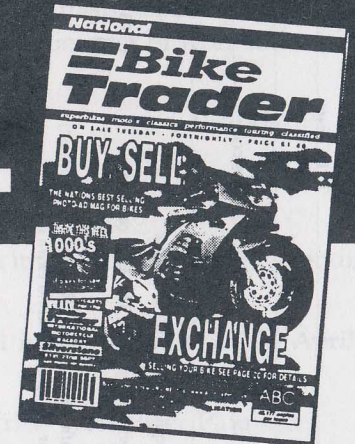
Two Day Long Distance Endurance Trial - 18th/19th October 1997

As a relative newcomer to trail riding, entering this event was quite a highlight for me in my first year of riding. The great organisation of routes, nice venue and great people doing the observation and starting, etc. The weather was good too! Soothing fears of not getting round before the stages closed - although we always seemed to have the marker collector chasing us round towards the end of each day.

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 S M L XL £16.00 + £1.00 p&p
 XXL £17.00 + £1.00 p&p

Red/Blue/Green/Maroon/Black/Other

PULLOVER (with small round TRF logo on left breast)
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 Maroon/Green/Black
 £1.95 (not by post)

MUGS (white with green logo)
 £3.50 inc. p&p

BADGE (enamel pin badge with round TRF logo)
 this price includes a contribution of
 £1.00 to TRF Fighting Fund

SIZE GUIDE: An XL sweatshirt or T-shirt would fit a 42"-44" chest but it would need to be an XXL pullover to fit the same person for a loose but comfortable fit.

PLEASE SEND YOUR ORDER AND REMITTANCE (cheques payable to TRF) To:
 Rob Sawyer, 15 High Meadows, Newport, Shropshire, TF10 7RY.

I didn't feature highly in the result table but having got through the two days with bike and I in relatively pretty good condition I was really pleased.

Lots of thanks from myself and I'm sure from the other competitors to Gavin Shaw and all the team of helpers who clearly put in a lot of work and made this event a great success.

Nick Ratcliff, London

TYRES - INTERESTING OR BORING?

The tyre debate in the recent magazines is interesting or boring depending on your point of view.

The following interestingly was printed in the minutes of the April 1978 Executive Committee Meeting:

"Scramble/Motocross tyres versus Trials tyres Peter Plummer reported that recent surveys have shown that a novice rider in "sticky" conditions achieves slower and noisier forward motion with trials pattern tyres than with 'knobbles'. Further discussion resulted in an agreement that any problems originate from the use of the right hand, i.e. control of power, and that the choice of tyres must remain with the individual".

Nearly 20 years on and nothing has changed, a lot is still down to skill level and experience, etc. I feel however that members must take into account that we have a duty to act in a responsible manner and to choose the appropriate tyres i.e. road legal - the appropriate speed rating to suit the motorcycle and be able to pass the current MOT criteria with regard to the knob configuration. Compared to 1978 there are now more tyres available which are road legal, the Pirelli MT21 probably being the most popular with it's fairly aggressive tread pattern. Personally I feel that any tyre which is more aggressive than the MT21 is being irresponsible (no matter where you live).

Peter Wildsmith, Hampshire

CHOICE AND IMAGE

Alan Hodson's letter in November edition has forced me to put pen to paper. His letter was headed "Individuality". The evergreen topic of tyres and clothing will never go away. I do agree with both Wayne and Rowland (XT350 October TRAIL) we are a Trail Riding Group and I would like to see our members on trail bikes, which to walkers and horse riders are less aggressive looking machines than

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"The Trail Riders Shop run by Trail Riders"

enduro or converted motocrossers. Indeed I remember being told in my early days of a well known executive member who would only lead runs for riders on trail or converted road bikes! However although being a believer in trail bikes for trail riding I do admit to having a road legalised RM500 enduro outfit at one point. Indeed even leading the odd sidecar run with it. It was all my finances would run to at the time but was soon replaced by a Tenere outfit. My son and I had hours of fun on both machines but I was always conscious that I was on the wrong machine and a light throttle was order of the day with the RM. My various trail bikes have included 3 XT350s from "C" reg to "G" reg. "H" reg XT600E which I only parted ownership of last year when I went back to one bike only the new DR350.

I have tried most tyres using trials tyres when I had a cheap source, through varying trail tyres and road legal enduro tyres. My style of riding is use low grunt and keep the revs down and I admit to using legal enduro tyres back and front. For me they do less damage through less wheel spin and last better than trail tyres as my road work is minimal. 90% of my riding is at horse events, mostly in the south west these days. Don't get me wrong I would love to spend more time trail riding but circumstances have changed on the work front. At horse events we ride all types of terrain from Wiltshire's grassy droves to rugged climbs. My trail bikes have always done what I have asked. Yes I agree on harder climbs it means you try harder than you would on a lighter enduro or converted motocrosser but is that not part of the challenge of trail riding?

Alan also took Wayne from Gloucester Group to task. Whilst not wishing to get embroiled in opinions with other groups activities it would seem logical that a trail club would run events for trail bikes. I am sure that if Formula 1 ran a drivers BBQ with a motor event the drivers would not be pleased if the event staged were for racing trucks! I first met Wayne a few years ago when I was TRF organisers at the Cirencester Horse event which I did up until this year. To me Wayne was a welcome newcomer on a trail bike. Very helpful and was reliable. Above all he gave me commitment for the event and was a good image for us the TRF in front of hundreds of equine minded folks. I also know that Wayne does a lot quietly behind the scenes and am sure he wrote that article with forethought NOT in haste.

Alan, off tarmac BIKERS !I thought this was a word we tried not to use to describe ourselves. Certainly I have over the past 13 or so years tried at Horse Events to convince people we are trail riders not bikers. The public have their own ideas as to what bikers are, I certainly do not class myself as such.

Final note - I hope Wayne that I have not embarrassed you by this letter, please keep up your good work for the TRF.

Norman S. Howard, Dorset

CLASSIFIED

KMX200 Rebuilt engine and powder coated frame 1500 miles ago. Off and on road wheels and tyres. Only reason for sale, have bought CRM. £850. Tel: 01933 663886.

HONDA XL250S "V" reg, good working order with £400 worth of new parts. MOT & tax. £750 ono. Tel: Holly on 01202 685816 (Dorset).

YAMAHA WR200 "P" reg 1997. Trail ridden only. One owner from new, mint condition, £2650, may part-ex 4-stroke. Tel: 01772 725795 or 0589 936199.

SUPER TRAILIE XTZ750, "P" reg 1997. 12 months Yamaha transferrable warranty. Proof of ownership provided. £3995, no offers. Tel: 01257 263137 (Lancs.).

1982 HONDA XR200 MOT, disc conversion, £550. **1988 SUZUKI DR125 RAIDER** T & T, £695 ono. Tel: 01636 706846 (Notts.).

HONDA XR250RT Feb. 1996, 2500 miles, VGC, green laning only. Renthals, alloy sumpguard, recent chain/sprockets, pads and wheelbearings. £2750 ono. Tel: John 01845 578389 (N. Yorks.).

YAMAHA DT125/175MX, rebuilt £725. **DT175MX** needs work, £350. Spares - various - ring for prices. Geoff 0161 427 6296 (answerphone if out). May swap for 4-stroke.

WANTED Carburetor to fit MT5 50cc, also off-road tyres to fit same bike, 16" rear, 19" front. Tel: 01524 64373 (Lancs.).

KDX125 10000 miles, "G" reg, unused for over two years as a result of expanding family! Never really been off roaded. No MOT or tax so price will reflect this. New C & S, good tyres. Price about £875? Call

Telford 01952 242155 or e-mail srawlings@cix.co.uk for more details.

HONDA 125MTX 1987, MOT, tax till May '98. £500. Tel: 01420 477286 (Whitehill, Hants.).

URGENTLY WANTED pre-1977 Sports Moped FSIE, APSO or W.H.Y. Must be in good condition and sensibly priced. Tel: Adrian 01332 661146.

SUZUKI DR750 DESERT EXPRESS 1990, blue, excellent condition, low mileage, £1800. **HONDA XR250R** 1989, well maintained trail bike, loads of new parts, full MOT, £1500. **WANTED XR400**. Tel: 01482 588782 (answer machine day time).

YAMAHA TT250R Nov. '95, electric start, excellent trail bike. Good condition, £2750. Tel: Allistair on 0191 519 3179 nights up to 11pm.

BRENDAN CHASE B&B Lake Windermere from £14 each x 4 sharing, bike lock-up, parking, all rooms c/h, CTV, H & C, pub and grub handy. Tel: 01539 445638.

KLX250 trail 1995, "M" reg, excellent condition, mature owner, 1900 miles. £2450. Tel: Colin 01274 571621.

BEAMISH SUZUKI RL250T 1979 with parts/manual, in good condition, £375 ono. Tel: 01903 525426.

SUZUKI DR600 trail 1985, 25000km, MOT, tax, blue, lovely runner, clean and tidy. Road use only, £1350. Part-ex pre '65 trials or Honda TLR250. Tel: 01233 756685.

HONDA AFRICA TWIN '91 on a private plate R/W/B under 3500 miles. FSH, as new condition, £3750. Tel: Andy 01908 378378 (Milton Keynes).

