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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 Tony Stuart, Tel: 01208 862960
3rd Tuesday, *The Ship, Wadebridge*

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, Sprinkhill, 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.*

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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.*

HERTFORDSHIRE Colin Adlam, Tel: 01727 875618
1st Wed, *The Old Guinea, Ridge, Near Potters Bar*

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KENT Gary Westbrook, Tel: 01843 590184
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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
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RIBBLE VALLEY Peter Higham, Tel: 01200 424947
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SHROPSHIRE Lynton Powell, Tel: 01743 358423
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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*

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9pm every Wed, *Ewell Sports & Social Club, Banstead Road, Ewell, Surrey*

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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*

SOUTH WEST WALES
Mark Rowntree, Tel: 01792 844316
1st Wed, *Lodge Gorseimon, 7.30pm*

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
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David Crone, Tel: 01325 258252
1st & 3rd Wed, 8.30p.m., *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
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WEST SOMERSET Ron Rickarby, Tel: 01271 326653
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WEST YORKSHIRE Gordon Carr, Tel: 01729 830569
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Every Thur, 10pm, *Potter's Rose & Crown, Colley Lane, Halesowen*



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TRAIL

APRIL, 1998

No. 236

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

EDITOR: Fred Ellison.



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

E D I T O R

Dear Trail Riders,

The Federation of European Motorcyclists' Associations has won exemption for motorcycles in the Paris pollution ban. Let's hope that we and they can persuade our authorities that bikes can serve a useful purpose in reducing pollution levels by reducing congestion.

Below is an idea for their next project - guess what? The poor British biker is having to pay around fifty percent more for their bike than they would have to pay in other parts of the world. Bearing in mind that the pound which is worth around twenty five per cent more than it was a year or so ago, why haven't imported bikes come down in price? Is it greedy importers or manufacturers to blame? Perhaps someone, a manufacturer, importer, trade federation or Government minister out there can come up with a reasonable explanation - I can't.

Fred Ellison

Some Examples:

	UK official	UK parallel	USA/Canada	Germany	France	Spain	Italy
Suzuki GSR750	£8,999	£7,499	£4,935	£6,193	£6,503	£6,976	£5,460
Yamaha R1	£9,199	£8,699	£6,740	£7,523	£7,514	£7,677	£7,415
Kawasaki ZX6R	£7,445	£6,299	£5,253	£5,856	£5,710	£6,098	£5,668
Honda Fireblade	£9,515	£7,499	£6,839	£6,359	£7,540	£7,440	£7,429
Honda VFR800	£8,675	£7,299	£6,349	£6,359	£6,935	£7,440	£6,640
Triumph T595	£9,695	£7,999	£7,334	£8,343	£7,715	£7,362	£7,770

Come on FEMA, this must be worth fighting for or is it a case of "I'm alright Jacques".

FRONT COVER PICTURE

I thought you might all be interested in this photo. I remember reading in one of last year's TRAIL, birthday wishes for 70 year old Dick Sutton; The picture shows Dick and myself in red shirt at almost the highest rideable point at last year's 1997 Stella Alpina. There were a very very few who had got higher risking life and limb, my own 1974 Honda XL250 was or is lurking to one side.

Dick and I have known each other for some years generally running into each other at the Scottish six days, etc. The point is we are both now over the big 70 and still very much packing in the miles.

Dick and I did the 4 day Safari after the Stella Sunday. Wonderful it was too. I must add I've done the Stella twice before i.e. 95 - 96 on my 1955 500 Single Matchless G80 with my wife on the pillion. We have green lane weekend the first week in Based at Dunster, you must know the Forrester's Arms. Then at the end of April we are off for a two and a half months tour of France, Spain and Portugal on our matchless towing a tractor with camping gear and kitchen sink. The bike is still in bits in my shed at the moment!

Safe Riding, Bill Redford

NOTICE BOARD

Teeside & North Yorkshire TRF Runs List

A 6 month run list programme has been produced - interested in joining them?

Contact Roger Preston on 01429 837093.

Trail Riding on Exmoor
TRF members are staying at Dulverton, Somerset between 23rd August and 6th September '98.

Does anyone want to show us the local lanes and join us for some riding?

If so please contact Andy and Sheryl on 01785 228148 (ans. phone). 2 x TS250ERs, 1 novice, 1 intermediate(?).
Thanks.

Suffolk Group AGM

Last orders - if you're reading this after the 29th then you're too late.

AGM - Wednesday 29th April, 8.00 p.m., Richard May's house - Walnut Tree Cottage, The Street, Great Waldingfield, Suffolk.

Please call if you're coming (or not), so I know how many packets of biscuits we need - 01787 374073.

All welcome - members, past members, future members, interested parties, wherever you live.

Suffolk Group Runs List

For current dates for your diary call Richard May, 01787 374073.

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RoW NEWS

RoW OFFICER'S REPORT

I'll start off this month with an apology. It would appear that the excessive use with motocross bikes of a group of lanes in Yorkshire mentioned last month was not the responsibility of the Manchester 17 club. Having had a phone call from a somewhat irate Manchester 17 Chairman, it appears that the blame rests elsewhere. To the Manchester 17 club I apologise for any offence I have caused. Incidentally many thanks to them for the donation to the NM appeal.

In my defence I can only report on information received from local members in those parts of the country I regularly ride. I cannot check out everything. If I did it would all be about Kent and the south east. If a TRF member sends me information of this type in the future please make sure it can be verified. Can we have some facts please?

Norton Malreward Case

Three weeks after the case, the judicial system eventually sent out the written decision on Judge Sullivan's judgement. The first point to be made here is why does it take so long to get the report out? In this day and age of information technology it should be posted on the Internet within a day. Perhaps the quill pens were blunt?

To briefly review the case members will recall that the Planning Inspectorate has been rejecting vehicular user evidence on the basis that a RuPP was a bridleway and that it is illegal to use a motor vehicle on a bridleway. Fair enough, but a RuPP is not a bridleway. It is defined in statute as "something other than a footpath or bridleway". The contradiction comes with the Road Traffic Acts since 1930 which made motor use on a bridleway or footpath illegal. To make life even more complicated, other legislation states that the depiction of any particular right of way on a definitive map is without prejudice to any other (higher) rights that may exist. Government guidance has said:

In ascertaining what rights exist over their RuPPs, authorities should take into account all the evidence at their disposal; that is the evidence which results in the way being shown on the definitive map and statement as a RuPP in the first place, plus any additional evidence discovered in the meantime, including evidence of use by vehicular traffic, and evidence of status in historic documents such as Inclosure and Tithe Awards.

One of the key arguments was the principle that it is not illegal to ride on a RuPP on the basis that it is recorded on the definitive map as a RuPP. In most parts

of the country trail riders and 4WD drivers have tended to use only those RuPPs that looked like roads anyway and avoided the odd trails that served no interest for "off-tarmac" recreation, i.e. the boring ones or those that do not look and 'feel' like old roads.

Our arguments in court were several fold; the classification of RuPP, footpath and bridleway in the 1949 Act was intended to reflect the position at common law, carriageway, footpath and bridleway. The definition of RuPP was intended to ensure that the surveyors mapped only minor highways rather than major roads. Therefore inclusion of the track as a RuPP on the Definitive Map meant the surveyors were satisfied that it was not merely a footpath or merely a bridleway. If it was thought to be a footpath or a bridleway it would have been a 'public path' and a RuPP is defined as a highway 'other than a public path'.

The case of **Robinson v Adair** was argued in that it was irrelevant to RuPPs. It reinforced the principle that one is guilty of an offence under what is now section 34 (1) of the 1988 Act if one drives a motor vehicle on any road being a 'footpath or bridleway'. The track in question is not a footpath or a bridleway so defined. If it was, it would not have been classified as a RuPP. Therefore, no offence is committed under section 34 subsection (1). Other case law was quoted about gaining advantages from illegal activity, in that we were not trying to gain an advantage from an illegal activity.

On these points all the judge could say was that the RTA in 56 made it an offence to drive on a footpath or bridleway, missing our barrister's point completely.

Edwin Simpson also said even if the inspector was right to exclude unlawful user by motor vehicles as a foundation for prescriptive acquisition of a public right of way under section 31 (1) of the 1980 Act, he should still have taken it into consideration as evidence of reputation of the way for the purpose of deciding whether dedication could be presumed at common law.

We said that the Inspector failed to deal properly with the documentary evidence. If he was right to discount the evidence of user the case stood or fell on the documentary evidence alone, but the Inspector dealt simply with new documentary evidence and he nowhere

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balanced that now documentary evidence against the earlier documentary evidence which had led the first Inspector to believe in the existence of vehicular rights as being 'the more likely possibility'.

The counter arguments were that all the evidence of vehicular use of the track was very recent and all of it was certainly post 1930. No new evidence of vehicular user had been added at the second inquiry.

To add insult to injury the judge would not waive costs. We argued that this action had been taken in the public interest since the law needed clarifying. Why should a member of the public who brings a case such as this risk his own money and property. No problem said the judge, I am sure Mr. Stevens can find the money through the motoring organisations. Strange then that a little old lady objecting to a successful byway claim who had her case thrown out did not have to pay costs. I would rather that we could have all kept our money to enjoy ourselves with. We pay taxes for this sort of thing.

A few members have said that they think we should have appealed to the Court of Appeal. Consideration was given to this, but following more discussions with Edwin Simpson and the solicitors it was too expensive and there was not enough to gain. Tony and myself decided that unless a holding appeal could be put on for low cost it would not be worth risking the financial viability of the TRF.

We have been let down by the legislative system. They got it wrong with the 1949 National Parks and Access to the Countryside Act. This botched piece of legislation should have made it clear that a RuPP WAS a vehicular right of way. Otherwise the surveyors should have put it on the map as a bridleway or footpath and people could have objected at the time. It was not much better in the Countryside Act 1968 which introduced "byway open to all traffic" (sic). This required that RuPPs be reclassified as BOAT/bridleway/footpath but had three tests for byway:

- Do vehicular rights exist?
- Is the route suitable?
- Will any hardship be caused by the change in classification?

These latter two tests were so obscure as to be of no use whatsoever. The limited special reviews carried out post 1968 were mostly thrown out BUT some councils still applied all three tests for their definitive maps. The effect of this

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was that some bridleways actually had vehicular rights BUT were not made into byways because the councils deemed the route was not 'suitable'. The Wildlife and Countryside Act in 1981 was a bit better (thanks to Brian Thompson and the rest of the TRF). This simplified the test into: "do vehicular rights exist?"

Government guidance said that this was based on a mixture of user evidence and historic evidence. Fair enough, since this allowed us to use evidence from motorcyclists who rode since the end of World War 2 and could trace their memories back to their elders who had ridden before the war. Such is the sloth of the review system that many of these riders are now dead. Many of them kept good records like Norman Smith. The problem is that their records get lost and passed to people who do not realise their significance. It is much better to have a live witness than a dead one.

We are told that motorised user is no good. If it's one thing we've learned from this case its the dire state of the legislative framework; and we have to pay to put it right. We say enough is enough. Now it's our turn to get it right.

This leads to the fact that the Ramblers want free access to all open land; the so called 'right to roam'. We will therefore need a new Countryside Act. The Countryside Act 2001 perhaps? The last one was the Wildlife and Countryside Act in 1981 and before that the Countryside Act 1968.

Part I of this Act will be about open access. Part II will deal with various environmental matters, like hedges, development and landscape features. Perhaps Part III will deal with public rights of way?

1949 ⇨ 1968 ⇨ 1981 ⇨ 2001?

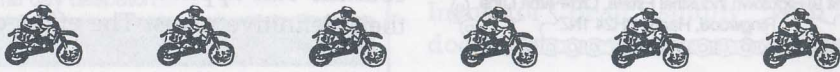
My message to all members is ride the RuPPs that have evidence and we will do what we can to make sure the legislators get it right next time?! I am going to recommend that the TRF defends anyone prosecuted for riding on a RuPP so long as some research has been done to show that some evidence of vehicular rights exists. The positive side to all this is that we have amply demonstrated the ineptness of the legislative and to a lesser extent, judicial systems.

Steve Neville, RoW Officer

SOUTHERN GROUP

IT IS IMPORTANT that any Hampshire Trail riders who were not at the Southern Group AGM on March 17th contact me, as following the recent Tim Stevens High Court case we now have a list of RuPPs which for the time being we are advising you **NOT** to use.

P. Wildsmith, RoW, Telephone: 01703 320495



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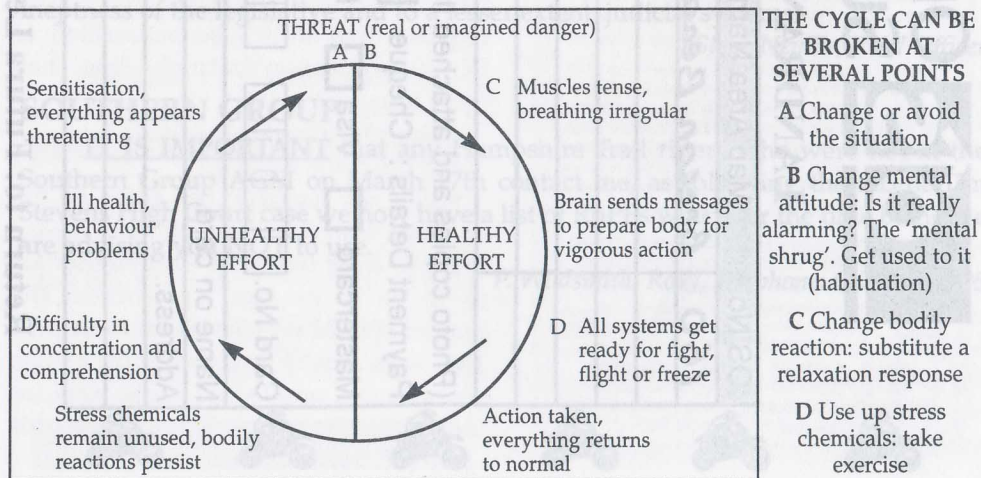
GLEAM

The origins of GLEAM are shrouded in mystery. Maybe they stem from the reclassifications in Hampshire and the notorious group Hampshire Ways. GLEAM as a group has its origins among Berkshire County Councillors, notably Mrs. Elizabeth Still. The oddback in the pack is Mr. David Gardiner, a landowner and CLA (Country Landowners' Association) member - more later.

Mr. Andrew Dunlop from Glatton, Cambridgeshire weaved a web in the Tory press over the lane next to his house, and claimed to fund court cases on his house insurance. This lane was shown on 'Top Gear' in a feature. The camera operator had to lie on the ground to make the lane look rutted. The item was presented by the BBC's Michelle Newman in typical sensationalist style without any objectivity or sense of perspective. I visited this lane soon after, and found it quite unremarkable. There were stories in the press of mythical armoured personnel carriers and squashed greater crested newts.

They then added an 'E' to change from the unrepresentative GLAM (as they had little) to GLEAM - the so-called Green Lanes Environmental Action Movement. Now they can present themselves to the media as an environmental group!

They are the ultimate 'anti' group. They are not for anything, but are anti-access. Most of the members, especially the active ones, live near green lanes. You know the old story - bought a house in the country, thought the lane nearby was a bridleway because the lawyers had not, or were not required to conduct a thorough search. Then along comes the occasional motorcycle trail rider or a green laner in a vehicle. Usually once the situation is explained the rights and attendant benefits of the motorised users are appreciated and respected. Not so with the prospective GLEAM member. This diagram shows the dysfunction:



All TRF members are encouraged to study this diagram as a model of some confrontations on rights of way (for all types of users). The Ride Leader or nominated spokesperson must ensure that the confronter does not reach the 'unhealthy effort' part... only to go around the cycle with even more unpleasantness on the next occasion.

GLEAM/Berkshire County Council surveyed all Highway Authorities and suppressed their findings. Only a few had problems, and these could be dealt with locally. There was no need to change the law.

Now the CLA link - Mr. Gardiner bent the ear of a Minister of Transport wine and dined at a CLA Dinner. From this came the consultation: 'Vehicles on Byways'. This consultation on a ban was bang out of order because the DoE had just consulted on 'Best Practice Guide to Managing Vehicles on Rights of Way', a commitment from the Government's policy 'Rural England'.

Is there any coincidence that GLEAM's ongoing lobbying on 'Vehicles on Byways' and a CLA nationwide press release were in the same vein? Or that their responses to the consultation were remarkably similar and draconian? Landowners and house residents with green lanes with vehicular rights can add considerably to the value of their holding by down-grading public rights of way.

Fortunately the incoming Labour Government (and it is thought, the previous administration) took an informed view and produced the excellent 'Making the Best of Byways'. Will GLEAM ignore this and continue with their campaigns of fear, misinformation, vested interest and failing to put matters into any perspective?

We have to be watchful that GLEAM and their masked allies don't influence guidelines for Traffic Regulation Orders presently in review.

It was GLEAM behind the Norton Malreward case. Personally, I believe in the main they have unwittingly done us a favour. No more getting members to take days off work for Public Inquiries; no more user evidence forms (although we should continue to complete them for other purposes); no more need for local residents to say in one breath "...nuisance, hundreds of them came along every day", and in the next, "I swear blind I've never seen bikes and my grandfather didn't"; no more mental anguish for the Inspector in juggling the balance of probabilities. I am not saying I believe that the High Court judgement was correct: equally it is a reflection on the training of Inspectors that they should be duped in the first place. Justice Sullivan commented on the inconsistencies of PIs on Norton Malreward.

The Countryside Alliance has taken up GLEAM's policy on green lanes - a legacy from Sir David Steel's Countryside Movement. Why should a group including mainly the British Field Sports Society have a policy against vehicles on green lanes? What has this to do with threats to 'field sports'?

Piper Lane in Derbyshire is where another GLEAM member lives. Mrs. Felicity Turner and her husband confront motorcyclists on this lane. The Police

even prosecuted some motorcyclists, who GLEAM wrongly claimed were TRF members, but NOT for 'driving on a bridleway'. Derbyshire County Council have an uncertain policy on their green lanes and GLEAM and the local press turn this to their advantage. Remember that it is easiest for a journalist to write a controversial story and comfort the readers by reinforcing their fondly held prejudices. John Riddall of the Derbyshire Ramblers Association is quoted in the Derbyshire Times adding to the misinformation. He ignores rights of way law and merely reinforces prejudice.

The most infamous GLEAM member is Mrs. Marlene Masters from Somerset. Like Mr. Dunlop, she is one of the 'roving objectors', travelling far and wide. Who pays? It's not shown on GLEAM's accounts. However, she has little respect for green lanes as an 'environmental' facet. She has ploughed out a BOAT and planted a root crop. Further, it is not just carriageway users she dislikes - the TV series 'Countryside Undercover' in the programme 'Dangerous Walks' showed an unpleasant confrontation with an elderly female horse rider. Mrs. Masters has lodged a High Court appeal (case CO-3453-97, telephone 0171 936 6013 for date) on this BOAT - challenging use of public roads on the Highways Act 'List of Streets'. As we know appeals cost - who is paying?

The number of members of GLEAM is difficult to judge - they do deals for groups of ten and similar, such as Parish Councils. Fortunately their newsletter reads like the Sunday Sport, but worse, only tells the upside from their point of view.

I hope this response goes some way (as far as I wish) to answering our member's enquiry in March TRAIL. Yes, his letter is correct, except we no longer have Tories as a Government; and strictly there are no other anti-green laming groups but GLEAM. In reality such groups, as those named in this article, seek to promote their members' interests regardless of the responsibly exercised rights of others. Further, they represent the most vociferous members of their groups (as these potentially rock the boat); comfort their members by reinforcing prejudices; and keep faith in the effectiveness of the group ("look we've solved a serious problem for you").

I look forward to joining all the Executive Committee for the Forward Plan so we can continue to be the real protectors of green lanes.

Mark F. Holland, Hon. Nat. P.R. Officer

P.S. This letter described an interpretation of user evidence at Public Inquiries. However, the matter is thought to be complex. We are still analysing Justice Sullivan's judgement and other advice. The situation will be clarified, as we receive information, by Steve Neville in the TRF TRAIL.

THE SIMPLE VIEW FROM GWYN THOMAS

G lib
L andowners'
E nvironmental
A ction
M asquerade

British Motorcyclists Federation News

BMF EVENTS GO NATIONAL!

May 17th - BMF Show at Peterborough

Admission £10 (BMF Members £8), OAPs £5.

June 14th - The Garden Of England Show, Hop Farm Country Park, Kent.

Admission £6 (BMF Members £5),

BMF overnight camping and entertainment on the 13th, £10 weekend ticket.

NEW!

July 25th/26th - Knockhill BMF Motorcycle Festival, Knockhill Circuit, Fife.

Admission £6 on the day. (BMF inclusive camping weekend £10).

NEW!

September 19th - Tail End, Peterborough Showground.

Admission £8 (BMF Members £5 or BMF inclusive camping weekend £10).

NEW!

October 11th - Great Northern Bike Show, Croft Circuit, Nr. Darlington.

Admission £5, Circuit Rides £5, (camping off site).

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for more information & your nearest dealer.

All evolution products are manufactured in the UK.

LEASE ... PRESS RELEASE ... PRESS RE

Earlier this year a new company FUTURA Leisure was formed by Roy Maddox, a member of the TRF. While the company is operating in the wider Sport and Leisure market there is one product that may be of use to TRF members.

FUTURA can supply Landranger maps (in fact any OS product direct to your door). The Landranger series carry all rights of way information and are a must for all trail riders.

The maps cost no more than usual but P & P is 50p a map. However, just for TRF members - buy five or more and postage and packing are free. The use of a FREEPOST address means that any order can be sent without a stamp.

So get together with your mates and those Landrangers will be winging their way to you without wasting time in the urban sprawl when you could be out riding the lanes.

Any group wishing to purchase quantities of twenty or more should write to Roy and they may be pleasantly surprised.

LEASE ... PRESS RELEASE ... PRESS RE

BOOK REVIEW BY DAVID GILES

THE VINTAGE MOTORCYCLIST'S QUIZ BOOK

So you think you know about motorbikes do you? Well what about if we go back pre-1970 to when we still had a motorcycle industry (damn it - we are British), how good are you then?

Here's a sample of six questions from the 500 in this small and inexpensive book of fun:

- What does DOT stand for?
- Who designed the Norton Featherbed frame?
- Who founded AJS?
- In which year did BMW introduce their flat twin range?
- Which licensing office issued the famous works trials registration number BSA350?
- Why did Vincent drop the initials HRD from their title in 1950?

The answers are to be found in Ian Harwood's 'The Vintage Motor Cyclist's Quiz Book' which at £5.00, including postage and packing is great value for money. It is 62 pages long in A5 format which is just right for bed-time reading, i.e. it's not too heavy and doesn't hurt when you drop off to sleep. Every enthusiast should have a copy.

Obtainable from:

Ian Harwood, 30 Clarence Road, Hale Altrincham, Cheshire, WA15 8SF.

Sample it further on the internet at <http://www.btinternet.com/~ian.harwood/vmcq/>.

GROUP NEWS

PEAK GROUP

Hi Everyone, as Chairman of the Peak Group, I thought I'd write and tell you what we've been up to over the last few months and what we hope to be getting up to in the next few.

At the end of November we had a camping weekend at The Quiet Woman in Earl Sterndale near Buxton which was well attended. Two groups on Saturday, three on Sunday in glorious weather for the time of year. Marvellous beer and excellent riding.

Another good day in the North Peak in between Christmas and New Year, on which I've never seen so many bikes in the Hope Cross Ladybower area, attracted I'm sure by the illegal signs prompted by the rangers and posted by the police. Ho Ho what fun.

At the end of January most of the group had a day in Yorkshire which apparently went well, but myself and a few of the local committee hosted a run to show our National Chairman the problems at Roych Clough to which we hope to contribute to solving.

Last Sunday 22/2/98, we visited our friends in the Wiltshire Group to be shown around the lanes traversing the Ridgeway seemingly in every direction. This was a disastrous day for me as the BEESA decided it didn't want to play after a couple of hours and proceeded to try and squirt all it's oil out of the crankcase breather. But everyone else had an excellent day - I had a walk!

Next month we're off to the Brecon Beacons. We might camp at The Quiet Woman again in April and of course on May Day Bank Holiday we've the fund raising and voluntary lane work weekend with our friends in GLASS at The Bull in't Thorn near Buxton (send in your booking forms ASAP).

June it's Northumberland and September we're off to The Island.

Dave Brown, Ilkeston, Derbyshire

FRIENDLY BIKE SHOP - TRF DISCOUNT

Further to a recent article regarding TRF discount at bike shops, I have just found an excellent bike shop which not only deals in all trail rider related consumables - clothing, bikes, spares, etc. but is cheaper than main dealers and ever so friendly.

Nothing better than a friendly, interested face, but one that is helpful on ideas or ordering of non-stock items. I have personally travelled all over the UK with my normal job and not found anyone as good.

- Wheels in Motion, 66A High Street, Maltby, Rotherham, South Yorks. Junction 1 off M18. Tel: 01709 798050.

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To most of us a Serow is a Yamaha 225cc trail bike.

I recently purchased a Serow and from the tank logo I knew it was a type of deer/goat/antelope. But I needed to know more...

...I rang Chester Zoo.

All they could tell me was that it was a Japanese Deer.

It was suggested I try the Internet. "Success". I hope this is of interest to other Serow riders.

Ron "Trail Wolf" Varey, Lancs. Group TRF

A

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Extraordinary
Protected Fauna
(Designated: Feb. 15th, 1955)

JAPANESE SEROW

Location:
no particular
designated habitat

Designated area:

These deer are unique to Japan and inhabit the forests of Honshu, Shikoku and Kyushu. There are suspected to be 2000 to 3000 serow in Ishikawa prefecture, living at an altitude of about 500 to 600 metres in the Hakusan mountains.

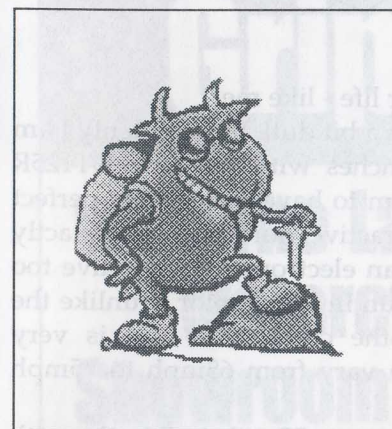
The Japanese serow stands 66cm high at the shoulder, is 130cms long and lacks both canines and incisors in the upper jaw. Both the male and female have slightly backward curving 15cm long black horns.

The natural forage of the serow in the Hakusan range are plants of the alder and sedge families, the Japanese witch hazel, cedar, etc.

FORMOSAN SEROW The Formosan Serow is an agile and nimble goat that is fond of living in trees; one jump can be up to 20ft away. Another goat, called the **Sumantra serow**, is just as nimble. No other animal anywhere can match their agility.

The Formosan serow is commonly called a mountain goat. It frequents open crags and recesses from foothills up to the mountainous regions of 3500m high. Serows have long dark-brown fur with some light brown fur interspersed around their cheeks and throat. The most notable part of the body is it's semi-lunar curved horn.

Serows prefer to eat plants and grass, such as fir, hemlock spruce and cypress leaves. Serows are strongly territorial, so they leave their secretions on the trees along the trail to declare ownership. This, of course, makes them easily tracked and caught despite their unparalleled agility. Fortunately, a study of their ecology is underway and a conservation area is being planned.



Scientific Name

Capricornis crispus swinhoei

Common Name

Goat

Classification

Mammal, Artiodactyla, Bovidae

Features

Head and trunk are 80 - 114cms long,
black hair, a pair of horns

Distribution

From foothills to an elevation of 3500 metres
in Nanhu Mountain, Snow Mountain,
Mount J and Hsiao-lun-ku Mount areas

Editor

I'm told that they can also be adapted for trail riding!



This rather appropriate photograph was taken whilst out during the weekend of 22nd November 1997 riding with other Hertfordshire members, together with some members from the Derbyshire Group who were our hosts for the weekend. The photo was taken in the Buxton area.

Richard J. Ogilvie-Herald,
Hertfordshire

letters

LOVE AT FIRST SIGHT!

Do you feel something is missing in your life - like me?

For the last six months or so life has been a bit dull. But suddenly I am lifted to a new height - approximately 4 inches with the new DT125R Yamaha. It was love at first sight and we seem to have formed the perfect relationship. The bike is tall, slim and very attractive, quiet and does exactly what it is told - great lights - flashers AND an electronic power valve too which must be unrestricted after the bike is run in. The motor is unlike the other models with the carb mounted on the crank case and is very unpredictable in the way that top speed can vary from 65mph to 75mph plus, depending on conditions.

Pulling power is good. She will scream up to 55mph in 5th, then 6th gets you going. It's a very quiet bike, good for passing horses. The tyres are great on roads but clog on the dirt. But this is where the bike feels best. Steering is spot on and the gearing is just right for me. Not being a fast rider, it's a real pleasure in 2nd and 1st for the hard bits. She's not heavy and gives plenty of inspiration for a good day's ride and she's not expensive to take out. 90 - 100 miles puts you on reserve with 1 litre left on tap. Two stroke oil can drop pretty fast on the open road but she's worth it for her good looks and charm.

So all is not lost - don't give up on life - fall in love like me and get that smell of two stroke in your lungs.

Sweet Dreams, Rowland, Monmouthshire

NOT WHAT IT WAS

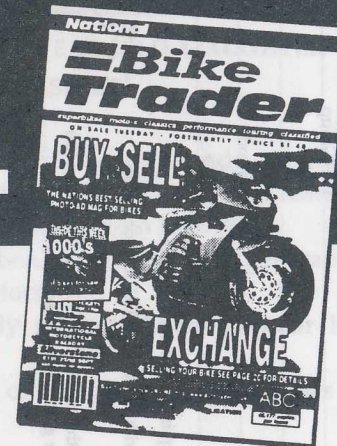
Re the "Cornhill" in Rhayader: Anyone who is planning a visit should be aware of the following facts.

Bob Buck is no longer present and the pub is shut undergoing extensive refurbishment, but accommodation i.e. B & B only is still available @ £17.50 per person per night.

Approximately three quarters of a mile away is the "Bear" serving good food and accommodation for £15.00 per person per night. It is on the right just after the Police Station when entering Rhayader.

Good Riding, R. Short, Essex

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Red/Blue/Green/Maroon/Black/Other

PULLOVER (with small round TRF logo on left breast)
 Your name and/or group name at no extra cost

S M L XL £17.00 + £1.00 p&p
 XXL £18.00 + £1.00 p&p

Red/Blue/Green/Maroon/Black/Other

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 Maroon/Green/Black

MUGS (white with green logo) £1.95 (not by post)

BADGE (enamel pin badge with round TRF logo)

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 £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.

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*We welcome old
 members and new!*

THE OLD GITS GUIDE TO MAP READING

AS SEEN THROUGH THE EYES OF A 19 YEAR OLD DAUGHTER
 (ALAN HODSON'S, LANCASHIRE)

HISTORY

Map reading is a hobby which began hundreds and thousands of billions of years ago, by a cave man called 'Odson'. 'Odson discovered the art of map reading by riding on his dinosaur down very scenic pathways away from his village.

The art of this hobby, map reading was then passed on from generation to generation. It developed into a highly skilled art form.

Map reading has become a phenomenally successful and popular hobby amongst 'old gits'.

The following script defines the basic skills of map reading and outlines some of the dangers involved.

TIPS & EQUIPMENT

Before a person can begin to develop the art of map reading there are some vital pieces of equipment needed:

- 1 Old Git
- 100,000,000 Ordnance Survey maps of various areas, eg: "The Dales"
- Marker pens and a ruler
- A telephone
- A reasonably large space, for example, a lounge.
- Lots and lots of old git friends
- 1 LARGE magnifying glass
- A very comfortable chair

STAGE 1

Once the necessary equipment has been acquired, the old git is ready to start map reading. Below is a step by step guide of how to map read:

- Step 1 - The old git must lay one of his maps across the lounge floor, so nobody else can have any room.
- Step 2 - He must then take out his large magnifying glass and markers.
- Step 3 - The old git now finds squiggly lines on the map and colours them in, in a variety of colours.
- Step 4 - Once this is done the old git is now able to read the map.
- Step 5 - He now sits in his comfortable chair, which is strategically placed next to the telephone.
- Step 6 - He then telephones another old git who has a corresponding map.
- Step 7 - The old gits now spend hours and hours and hours comparing multi-coloured squiggles and preventing anyone from using the phone, particularly their daughter.
- Step 8 - The old gits now congregate as a group. They meet up at a place which they call 'TRF', and discuss their maps!

STAGE TWO

Now that the old gits have compared their map reading techniques they can move to stage two. This stage requires additional equipment:

- A motorbike
- A flask of coffee
- A wallet containing £5.50
- A map holder
- 4 squashed cheese butties
- A camera

The aim of stage two is for the old gits to get on their motorbikes and find the coloured squiggles on their maps. Using the map holder they strap the precious, priceless map to the front of their bikes. Once they have found the squiggles, which they call 'trails', they follow them, stopping off occasionally to admire the scenery, take photographs, drink coffee and eat squashed butties.

Once the trail is over the gits find a remote, countryside greasy cafe where they pay £5.40 to consume vast amounts of food which they think they've worked so hard for.

The remaining 10p is used to telephone their wives at home to inform them that they are still alive after their adventurous but dangerous day out!

PROBLEMS AND DANGERS

Map reading on the surface appears to be a very safe hobby. However there are many problems and dangers which can occur.

Some old gits have been known to become addicted to this hobby and there is now a group formed called Map Readers Anonymous or MRA (telephone directory enquiries for local meetings). Below is a list of some of the dangers and problems that occur from this terrible addiction:

- An increase in the vast amount of money spent on waterproof socks and jackets.
- Standing in a bath of water wearing socks (see above)
- Hair colour changes from grey to white
- In extreme cases there is a vast amount of hair loss
- All your friends end up looking like skeletons

EVALUATION

This script has been produced in an effort to encourage new map readers out of their shells. It outlines the physical dangers and risks of this daring, yet dangerous hobby. It is very important that map readers must look for the initial signs of the addiction. The number one, and usually the first sign of addiction is DENIAL.

A map reader must be keen, enthusiastic, passionate, over the hill (and far away!!), desperate, willing, reliable, hard working, have every Sunday free (including Father's Day and birthdays) and have a large clan of boring old gits, with nothing better to do.

NB Clans usually have different names to disguise themselves, as some are more rebellious than others and tend to break the law. The worst nationally known clan is the TRF so readers BEWARE!

All that is left to be said is GOOD LUCK in your search for bigger, better and more entertaining maps. Have Fun!!!!

CLASSIFIED

HONDA 200 REFLEX Superb all round condition having covered only 700 miles. Superb and ideal green laning bike as it's so light but with a 200cc engine. It's road registered and MOT 1 year. £695. Tel: 0181 386 7795.

HONDA XR400RV '97, "P" reg, as new condition. £3400. Tel: 01246 567507.

CZ TRAIL BIKE 175cc. 12 months MOT, taxed, recent battery and re-bore. Suit beginner. £250 ono. CZ ENDURO OR MOTOCROSS rolling frame. No I.D. Offers. Tel: 0191 373 5382 or 0966 552745 (Durham).

BSA TRACKER 1983, Yamaha DT125 engine. Taxed & tested. 5000 miles. Sound but tatty hence £650 ono. (Possibly also 1950s Triumph Tiger Cub in trial trim for sale). Tel: 01772 337946 (Preston).

ARMSTRONG MT500 T & T. Very reliable, refurbished to new, powder coated, red/white, many, many spares, manual, £1500 Tel: 01983 617232 (Isle of Wight). Meet ferry.

KLX250 Trail. 1995. "M" reg, excellent condition. Only 1900 miles. £2400 ono. Tel: 01274 571621.

ARMSTRONG MT500 Ex-Army. 5000 miles. Black. Taxed & Tested. Reliable. £995 or exchange, road registered trials bike. Cash either way. Tel: 01257 263137 (Lancashire).

HONDA XL250RE 1985, tax & MOT. Totally original road use. Only £595. Tel: 0116 286 1490 (Leics).

KAWASAKI KLX650 C2 Green. "N" reg. 6000 green lane miles. Oiler, bash plate, bark busters. New chain sprockets. Excellent on/off tarmac. New bike forces sale. £3000, no offers. Tel: 01332 874947.

BLUE SUZUKI DR TANK (Poss. 125, but may be 500/600). Good condition. To tap. £10 + postage. Also TS185ER PARTS - various. Tel: Ed 01530 836249.

NEW SUPERTRAPP EXHAUST (steel with alloy endcap). Unused in box from USA to fit XL185/XL125 (non Pro-link model). £90. Tel: 0151 428 1777.

YAMAHA SEROW "M" reg. T & T Feb '99. Only 1900 miles in superb condition & fitted with new tyres. Bush guards not fitted but included. £2300. Please phone David 01344 843705 anytime.

WANTED Plastic side panels, Rallye screen and hard panniers for a 1987 XT600 Tenere, also a kick start lever for a Honda XL500. Distance no problem. Please ring 01225 760415 (Wiltshire).

YAMAHA TT250R 9500kms, October '95. Green lanes only, electric start, regularly maintained. £2650. Tel: 0958 907 301.

SUZUKI DR350S "M" reg. Less than 6000 miles from new. Tax & MOT, good condition. 1 owner, £2350. Tel: 01234 750824 (Beds.).

YAMAHA XT125 "X" reg, no MOT. Repair or spares. Engine runs, £175. Tel: 01252 721063 (Farnham, Surrey).

DR350 CYLINDER HEAD & White Bros cam/springs, etc. lightly damaged by lobe falling off! No reasonable offer refused and donation to fighting fund. WANTED any info on alternative consumable bits for Serows - cables, levers, sprockets, wheels, etc. (every weekend away = a new speedo cable). I'm prepared to put details into data base if it's not already been done. I know Rod Butterworth has some, but I think we're due for an update and I know he's busy. We have a large number of these great bikes in the TRF (96 I'm aware of) and the numbers are growing all the time. Tel: Colin Patient 0118 969 6783.

YAMAHA XT225 SEROW 1987 T & T. £1100. Tel: 0117 977 8214 (Bristol).

KAWASAKI KMX200 1988 "F". 7500 miles genuine. Excellent knobbles. Sump guard. X-ring chain and recent sprockets. Totally reliable. £1000. Tel: 01773 745843.

HONDA XL185 1981, ideal for new rider, new Sebac shocks. 12 volt lights. Good forks and tyres. New chain, sprockets and brake shoes. Tidy bike. 12 months MOT. £495. Tel: Phil Lord 01706 352585 (Rochdale).

KAWASAKI KMX200 "G" reg, green, T & T, excellent condition, fan, new 520 chain & sprockets, Renthal bars, many spares including all cables. Maintained to a high standard. £1195. Tel: Stuart 01522 811503.

HONDA MTX125cc 1992 "J" reg. One owner from new. Very good condition, 15000 miles. £925 ono. Tel: 01689 834020 (Kent).

WANTED Full width TS250ER Suzuki rear wheel. Tel: Andy 01785 228148 (ans. phone).