

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 John Brooker, Tel: 01767 692805
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 Thursday, 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.

EAST YORKSHIRE
Howard Wadsworth, Tel: 01405 860904
1st Tue, Boot & Shoe, Gowdall, Nr. Snaith

ESSEX
Aelwood Finch, Tel/Fax: 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

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
1st Thur, The Royal British Legion, Pyle St., Newport, IOW

KENT Gary Westbrook, Tel: 01843 590184
2nd Wed, Pied Bull, Farningham, Off A20, 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, Kirby-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 Kevin Lindsay, Tel: 01993 841543
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 Peter Higham, Tel: 01200 424947
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 472343
Last Thur, Ring for Details

SOUTHERN Russ McDermid, Tel: 01703 812371
3rd Tue, The Phoenix, Twyford, Nr. Winchester

SOUTH LONDON & SURREY
Steve Sharp, 0181 773 4204
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

SOUTH WEST WALES
Mark Rowntree, Tel: 01792 844316
1st Wed, Lodge Gorseinon, 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
Last Thurs, Ashing on Social Club, Rear of Red Lion, A24,
9 miles North of Worthing

TEESSIDE & NORTH YORKS
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
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, Troubridge

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

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



Patron: Lord Strathcarron

TRAIL

JUNE, 1998

No. 238

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

EDITOR: Fred Ellison.



Rodney Fletcher and Mike Pedley on a ride in Mid Wales
just south of Machynlleth early in April this year. Photo by Eric Haworth.

CONTENTS

Editor	3	The 1998 Forward Plan	10
Chairman's Chat	4	So, Two Wrongs Do Make a Right	11
Notice Board	6	The Pencarreg Rally	12
From the Membership Sec.	7	Ramblings	15
TRF At The BMF Rally	7	RoW News	17
BMF News	8	Letters	18

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

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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.



I expect a lot of you won't have time to read this copy of the Bulletin as you will be too engrossed in the World Cup. I think I must be one of the few who can't really summon up much enthusiasm for non-stop football. I am patriotic, though, so I wish England every success and also a bit of luck to Scotland. Pity the Isle of Man T.T. Races don't get as much coverage. I could really enjoy that

The 1998 Coast to Coast off tarmac ride from Scarborough to Morecambe was as usual a great success, with lots of new faces to be seen from all over the country, as well as two erstwhile travellers from Germany. The good weather made for an excellent two day ride. This was my fifth time and one of the most enjoyable yet, thanks to Phil Fawcett who spends weeks preparing and organising the event. Also not forgetting all the run leaders, who strive to make theirs the most interesting and challenging route and don't forget that without them it couldn't happen. - Superb!

Try and get your local advertisers to put an advert in the Bulletin. Our rates are very reasonable. Please support our advertisers and when you place an order for anything, make sure that you tell them you saw their name in the T.R.F. Bulletin.

P.S. Thanks to all who sent in contributions this month. Keep them coming. We can only put out what you put in.

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 sorry out of stock until next shipment arrives probably september!
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Please phone for more detail or copy of my Free Illustrated price list

Telephone: **01949 850530** (anytime)

Chairman's Chat

I've given you a rest for a couple of months from my ramblings, but have now decided it's time for you to have another ear-bashing!

Quite a few things this month - not in any particular order of priority.

I have received an E-mail from David Jobling in Tokyo saying that he can obtain Serow parts that are difficult to obtain here. He would obviously be in a good position to help with other Japanese bits. Send me an SAE if you would like a copy of his E-mail.

Graham Stratford, who has done such sterling service as our Membership Secretary, has indicated that he does not wish to stand for re-election at this year's AGM. If you are interested to volunteer for this important post, or know of someone who might be, please contact myself or the Secretary.

Whilst I have not yet contacted all the other TRF National Officers, I believe they are happy to stand for re-election for 1999. Nevertheless we still failed to have anyone come forward from 1800 or so Members to volunteer for the position of Deputy Chairman. As I previously stated, I believe that it is important that your Chairman has an understudy, not simply to conduct Meetings in his absence, but more importantly to be as aware as possible of what the job entails BEFORE taking on the role of Chairman. At the moment it is my intention to stand for re-election one more time, but hope that if re-elected I have a Deputy to take up the reins in the Year 2000.

Our Constitution states that a Group shall not officially be recognised by the Fellowship unless and until it has applied for, and been given, approval by the Executive Committee. In order that adjacent existing Groups can have the opportunity to ensure that our Rights of Way interests are adequately protected without confusing duplication (to either Highway Authorities or ourselves), there will be an Agenda Item for the next National Meeting suggesting that any application for the formation of a new Group shall be sent to the National Secretary at least one clear month before the Meeting.

At the last Meeting at The Barn at Hockley Heath one of our

Members had a difference of opinion with their Bar Manager regarding the service given to us. The Bar Manager suggested to the person concerned that if we were as dissatisfied as he suggested, we would be better to take our business elsewhere, so we have.

As a result our next Executive Meeting at 10.30am on Saturday 11th July will be at a new venue:

Beckett's Island Shop and Restaurant,
Heath Farm,
Alcester Road,
Wythall,
Birmingham, B47 6AJ.
Tel: 01564 823402.

This is situated 1 mile from junction 3 of the M42, near the first roundabout on the A435 towards Birmingham. Hopefully this venue will suit us at least as well as the previous one.

Six Members of the Cornwall Group have just returned from an excellent weekend trail riding in South Wales as guests of the South West Wales Group. The scenery was stunning, the riding was challenging and varied - and the sun shone on us! After 2¹/₂ days hard riding the only injuries were self-inflicted (hangovers) and not a single mechanical problem or puncture. We can also recommend an excellent, good value, friendly hotel. Many thanks to Jonathan St. John for being such a good host, wife Karen for all the tea and coffee and Roland and Paul for leading so ably.

We can't wait to go back for more of the same.

Tony Stuart

SPAIN

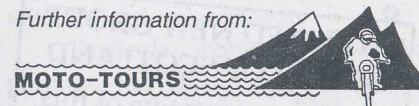
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NOTICE BOARD

TRF CORRESPONDENCE

Just a reminder members to please send any TRF correspondence to the relevant Officer - see details on inside front cover of TRAIL.

Please don't send items for the bulletin to the P.O. Box No. - please send to The Editor.

NEXT EXECUTIVE MEETING

10.30am, Saturday 11th July.

Please note new venue:

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Heath Farm, Alcester Road, Wythall,
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Tel: 01564 823402.

This is situated 1 mile from junction 3 of the M42, near the first roundabout on the A435 towards Birmingham.

TRF MEMBERS VISITING NORTH DEVON

wish to explore the local area, including Exmoor.

Can anyone help us with map marking etc. or does anyone want to join us?

We will be staying in Dulverton between the 22nd August and the 6th September.

Please contact Andy and Sheryl on 01785 228148 (ans)

N.B. We have had no response to our previous advert.

LOST ON COAST-TO-COAST

Paul Mason lost his Bum Bag probably between Morton on Swale and Carlton.

Please ring 01287 633509.

PROPOSED NEW GROUP - SOUTH OF SCOTLAND

The Representative of this Group is Bruce Mathieson.
Tel: 01620 860929.

Anyone interested, please phone for further details.

FROM THE MEMBERSHIP SEC.

A mixed bag this month - I would like to start with some bad news:

I have decided not to stand for re-election at the next AGM. This means that someone out there will need to volunteer for the job. With over 1600 members there must be at least one of you that might be interested in taking on the job of Membership Secretary - anyone who would like to know what the job entails is welcome to phone me, otherwise I hope to put together a job description for the next edition.

And now for some thank you messages:

1. To the Thames Valley members that helped Helen to load our trailer at the end of their recent Somerset run (and the end of a somewhat disastrous weekend for us - both of our bikes broke down and I ended up at Minehead Hospital having my finger sewn back together after ripping it apart when attempting to load a bike onto the trailer - OUCH!).

2. To Graham Smith who kindly looked after our trailer and bikes for a few days until we could organise a friend to help us unload it (I was off work for two weeks with my sick finger).

3. To the South Northants Group who organised the stand at the BMF Show and to all the various members who turned up to help over the weekend - we managed to sign up 31 new members as a result of their hard work.

That's it for now, Graham Stratford

TRF AT THE BMF RALLY 1998

Once again record crowds and exceptional weather was a feature of this year's BMF Rally. The TRF Stand was again organised and manned by South Northants members ably assisted by Chris Hurworth from Lodden Vale, Alan Wilkinson our Treasurer and Graham Stratford, membership secretary, and wife.

Both days were extremely busy with a great deal of interest shown by the majority of visitors which resulted in 29 new members enrolled, 7 of which were on the Member's day. This is an increase of 9 over last year's total of 20.

Particular thanks go to our Group Rep Trevor Gardiner for his assistance in organising the event. David and Kerry Jeyes for the loan of their generator together with TV and video player.

Particular thanks to Jeff Ward for laying out the display and his choice of photographs which caused a lot of interest and some discussion as one lane pictured is illegally closed and is causing our Derbyshire Group some problems.

Lastly but not least special thanks to the members of our group who manned the stand.

Due to everyone's efforts the stand was judged 5th and in the Best Club Display, an improvement from 8th last year.

Mick Hulbert, South Northants Group

BIKES A GO-GO IN GLASGOW

Bikes in bus lanes could soon become a reality in Glasgow thanks to intensive lobbying by the BMF.

In a draft document, 'Keep Glasgow Moving', issued by Glasgow City Council's Roads and Transportation Department, the trial use of bus lanes by motorcycles is part of the implementation plan covering a wide range of options designed to ease traffic congestion and improve public transport.

Ian McGurn, the BMF's Deputy Director for Scotland, who has been pressing for the inclusion of 'bikes in bus lanes' for the past four years, expressed satisfaction that the BMF's efforts had been rewarded. Said Ian: "This has been a long hard struggle to convince the Council that bikes really do have a part to play in easing congestion, especially through the use of bus lanes. The aim now will be to get bikers to lend their support during the consultation process and make this trial a reality".

Letters of support should be sent to the Department of Roads and Transportation, Richmond Exchange, 20 Cadogan Street, Glasgow, G2 7AD.

Glasgow City Council media contact: Alan Forbes 0141 287 0906.

BRILLIANT BMF SHOWS THE WAY!

In brilliant sunshine over 80,000 people streamed through the gates of this year's spectacular BMF Show weekend.

Already the biggest one-day biking show in Europe, the attendance over the whole weekend of 81,368 was up a massive 11,177 on last year's figure. With this year's members-only Saturday attracting 20,159 and Sunday's public day 61,209, it's the best attended show in the event's 37 year history!

A tented village of over seven hundred stalls and 176 marquees, created on the 300 acres of Peterborough's East of England Showground, saw enthusiasts almost spoilt for choice, but this didn't stop them buying! Traders reported hectic trading in all areas of biking with Hein Gericke selling completely out of stock in one of their marquees while Triumph, Suzuki, BMW and KTM all were kept busy with enquiries on their new models launched at the Show.

The importance of the show to manufacturers was also borne out by the presence of works race teams. Yamaha had the Cadbury Boost pairing of Nial Mackenzie and Steve Hislop while the Kawasaki stand starred their team of Chris Walker and Iain MacPherson.

Hundreds took advantage of taking to the road on test rides on offer from

Harley Davidson, Buell and BMW while for newcomers, Piaggio ran trial rides on their 50cc scooters within the confines of the showground.

Rockers were really rocking at the ACE Cafe marquee where live bands, rocker memorabilia and some very special machinery from the '60s to the present day recreated the atmosphere of a uniquely British scene.

She missed the actual draw, but not the prize! Lucky lady Connie Moor from York was the winner of the Yamaha R1 in the free prize draw held in conjunction with Amber Leaf rolling tobacco.

The shale circuit may have been watered, but nothing could dampen the enthusiasm of the sun drenched crowd watching the arena events. Four wheels featured for the first time when Russ Swift did an Italian job with his Mini Coopers in an amazing display of tyre torturing spin turns and high speed reverse turns. Terry Grant brought more crowds flocking to the sound of his Yamaha 1200 engined mini-stock legend as he pirouetted around the shale circuit. BBC children's programme Blue Peter took part too when presenter Stuart Miles was filmed with the Army's Flying Gunners display team. Even the dust storm created by the fun Moped Enduro couldn't hide eight times World Champion and TT winner Phil Read taking part in the mayhem.

Sue Sollis of the Tracy Sollis Memorial Fund was overwhelmed by the response to her stopping off on her epic Lands End to John O'Groats sponsored moped ride. Parading around the arena raised £520 for the bone marrow transplant research fund.

Concours winner for the MCN Performance Class and this year's overall winner was Carl Tiernan with his absolutely stunning Harris Magnum 2. Amongst the fabulous bikes in the many other classes, a performance machine from another era, Geoff Bloor's 1947 KTT350 Velocette won the Old Bike Mart sponsored Vintage Class.

The Best Club Display is always hotly contested and this year the BMW club won the Best National while the Tiger MCC picked up the best local club. (Full results on all competitions on our web page: bmf.co.uk).

As if all the showground activity wasn't enough, Peterborough City centre came to a standstill on Saturday when, for the second year running, bikes paraded through the city streets. Over 700 bikes took part in the parade as part of BMF BikeFest, a day of biking activities hosted by the city in recognition of the massive festival that the BMF Show has become.

Next year the BMF Show will again be at the showground over the weekend of 22nd/23rd May 1999.

Further details from BMF Promotions. Tel: 0116 254 8818, Fax: 0116 254 3030 or E-mail: promo@bmf.co.uk

➔ THE 1998 FORWARD PLAN ➔

At the last Executive Meeting on the 25th April 1998, the TRF Officers and Representatives reaffirmed that the purpose of the TRF was 'To maintain and extend legitimate trail riding'. A goal best achieved by attending to the following 6 priorities for action:

- Improve our Public Relations skills
- Run a variety of Training Events
- Continue our Map Cataloguing programme
- Find Funding (grants, etc.)
- Seek to change the law on RuPP reclassification
- Consider how to improve our Meetings

Members attending asked the Executive to incorporate these items into the next Agenda.

A full list of the many and varied thoughts of the participants and their conclusions together with a copy of the Questionnaire used to initiate the creative process can be obtained from Dave Giles at 22 Ford Lane, Allestree, Derby, DE22 2EW upon receipt of a SAE.

Members will find that this process is equally applicable to their own Group or Region.

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So, Two Wrongs DO Make A Right

Villagers take action over 'danger' bikes

Motorbikes on and off the road were branded a nuisance and dangerous by Horton-in-Ribblesdale and Selside villagers this week.

Powerful bikes roaring up and down the valley from Settle to Ribbleshead, often exceeding speed limits and suspected to be racing around a circuit from Devil's Bridge at Kirkby Lonsdale, were the first to be criticised by fed-up parishioners at Horton's annual parish assembly on Monday.

"On Sunday 786 motorcycles came through the village. Obviously I didn't have a radar gun so I can't be exact, but some were definitely doing 70 to 80mph. I rang the police and they were unable to send any officers because of similar problems with motorbikes on the A65. It is becoming exceedingly dangerous", Ronald Charnley told the parish council.

His comments brought nods of agreement from everyone, the subject of motorbikes being regularly brought up in Horton, as concern grows about their speed and number.

Counc. Wilf Fenten said angry Selside residents were starting a letter writing campaign protesting about the motorbikes and were complaining to the Advertising Standards Authority about magazine adverts which glorified speed.

He referred to an advert in the BBC Top Gear magazine for Yamaha Fazer bikes, which reads: "Urban Terrorist. Fazers can suddenly appear from nowhere to strike fear into the hearts of ordinary citizens. Then as quickly as they come, they are gone, leaving only their distinctive exhaust note disappearing into the distance.

"Fazer riders are already amongst us. They are taking no prisoners. They can be recognised by their wild eyes and manic grins".

The advert was branded "violent, anti-social and confrontational", and the villagers fear it only helps to promote "a sub-culture of excessive speed and anti-social behaviour".

Mr. Fenten also attacked the advert: "That is just irresponsible. The police have this Bike Safe 2000 campaign, but if they are faced with the big boys like Yamaha advertising like this, what impact can they have? We really ought to continue complaining'.

Off-road scramblers also came in for criticism for churning up the bridleways, to the extent that walkers were taking stones off walls to walk on.

Chairman of Horton Parish Council, Counc. David Morphet, pointed out that the Horton to Foxup track was as much as 100 feet wide in places thanks to damage by motorbikes.

Parishioner Hilary Fenten said: "Motorbikes wherever they are, whether going over ground or on the road, they are a pest.

"They don't stop from early morning to late at night. The only way seems to be to make a nuisance of ourselves until something is done".

North Yorkshire County Council's area three highways committee, which met on Friday, saw each member deeply concerned about motorbikes on the county's roads.

Counc. Shelagh Marshall said: "We all have personal experience of it, and they are frightening people".

THE PENCARREG RALLY

"It's what trail bikes are for" they said to me.

"You won't have any problems on a BMW" they said to me.

Any boy, were they right.

For my first event on the R80G/S I entered the Pencarreg Rally in Wales. I'd heard about the other events, the Cambrian and the Hafren and about the watery grave they can provide for bikes which are built more along the lines of U-boats than motocrossers. I was determined to have a go at this one though, mainly due to the presence of pal Ken on his PD G/S hopefully starting on the same minute as me. As soon as I was past the point of no return on the entry front things started to go wrong.

Ken had to stay home with a frankly pathetic excuse - the purchase of a quarter of a million pounds worth of house by auction. Priorities!! Don't let it happen again, mate. The support vehicle didn't materialise. No matter, most people would be riding their bikes down and camping, wouldn't they? (Five of us did, out of nearly 200 riders). Lack of funds for new tyres meant entering in the Sport Bike class. I didn't think through the possible repercussions of starting special tests 20 seconds ahead of a Brummie on a CCM. Good job I was faster (tee-hee). The new back tyre I'd just fitted had 3 big cracks in the carcass. Kevin at KR Trailsport fitted me a new one personally on the way down to Wales AND let me ride a CR250 trail bike while he did it. Nice. Buy his tyres!

After a cracking blast down the A483 through Wales, I pitched tent on the front lawn of the Black Lion Hotel Rally HQ. Relieved to see that at least two others had entered on G/Ss, and after a swift pint, I retired early to lie awake listening to the pub karaoke and the lad in the next tent successfully turning down the advances of two local lasses he had in there because of his need for rest before tomorrow's blast. The lasses even had their own contraception! There's dedication, on his part and theirs.

Michael Fish probably stayed in bed all day Sunday because he got the weather forecast so wrong - cold, grey, with mist on the tops. Panic set in before scrutineering as the front brake had been rubbing on the disc and the wheel had got quite stiff. Brake? Or wheel bearings? Dismantling the lever didn't do anything so I bunged it through scrutineering anyway. Result - dodgy rear wheel bearings! You must be joking, it was MOTd at a

BMW dealer 3 days ago! He let it go through.

More heroes turned up on an Africa Twin (with German plates), a Triumph Tiger (still with a road tyre on the front) and an expensive, Dakar-modded BMW G/S that must have cost £20k. (He brought it on the back of a trailer mind, even though it had enough fuel range to get to Gibraltar).

The first lap's two special stages were not timed, but we all raced like mad anyway. The experience of being able to blast around, not upsetting people along the way, being reasonably sure that nothing is coming the other way, is fantastic. I learnt more in that first lap than I have in the last 20 years of trail riding - hanging the back out with the rear brake into corners; relaxing the vice-like grip on the bars at 75 on the dirt; foolishly trying to hang on to XR400s which pass me in the tighter corners. The adrenaline rush at the start of the special stages is lovely. The fact that at most only half a dozen bikes come past me in the 6-7 minute long timed sections is encouraging.

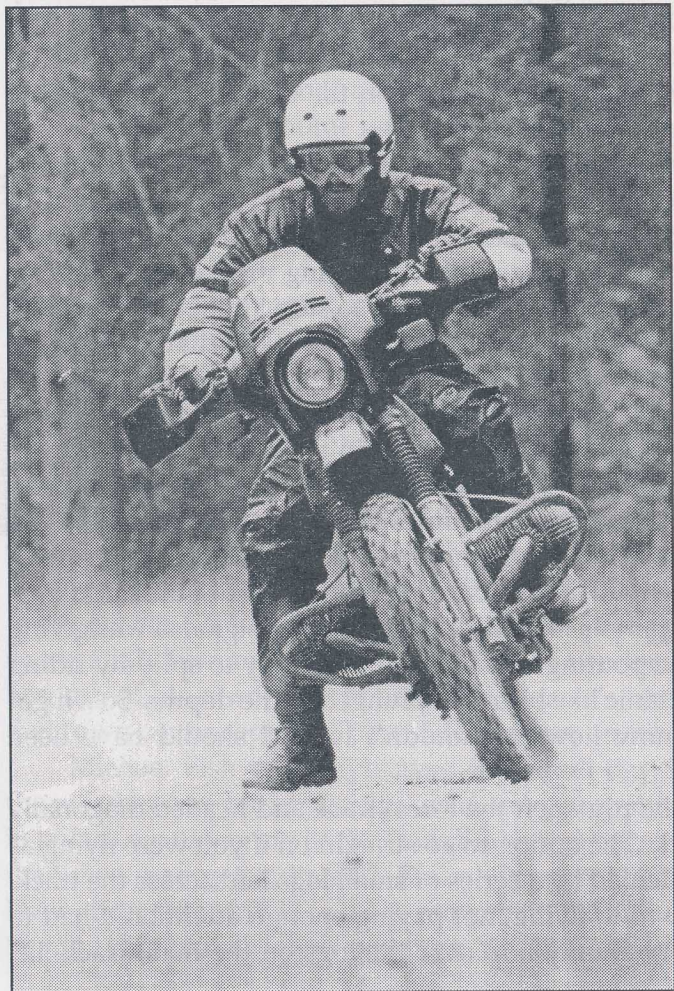
Lap 3 was delayed while a rider was removed from the course by ambulance after breaking his leg. We all took the chance to try and improve on our previous stage times and I overcooked it at several points. Two XRs overtook me just before a bit of single track, leaving their mate on his XR behind me and unable to get by. I decided not to stop and let him through because I'd paid my money just like he had and I reckon that allowed me to ride like Michael Schumacher drives.

I was trying to up the pack though, so managed to keep up with the XRs in front. Unfortunately this meant I couldn't see as far as I normally would, and I forgot about the little bomb-hole. Being relatively inexperienced and on a bike that sometimes just won't listen to what you are telling it, I had gone down to second and ridden round the outside of it on the previous laps. I hadn't considered hitting it right in the middle, in third, at about 30. Yet again the bike didn't listen to the signals I was giving it, or the screams, or the pouting backside getting ready to split my riding pants asunder with a Titanic like blast as I plunged to the depths. So... it got me through! I don't know how. It shouldn't have. I should have been ambulated.

At another point the route left the forest track and headed diagonally up a sloping single track. The option to go straight on if you were flying as you came up to it was denied by a series of small logs laid across the track. So when I did come up to it, flying, not paying enough attention, I had to choose between trying to bunny-hop over the logs on the main track, i.e.

dying, or hitting the single track and the preceding ditch you had to ride through to get on it at about 25 instead of 5mph. The resulting fear, crunch, clang, shudder, pain, then relief, grin and 'Yeeehaaah' took me completely by surprise. 'Did I just do that?' I thought.

A the end I could have done a few more laps. It was brilliant. If it's the same next year I'll be back with Ken. If it changes though, I might not. I've just read the report of the '98 Cambrian Rally. Pictures of Yamaha XTs up their headlight in water do not encourage me. Some people like that kind of challenge (you know who you are David Brown) but I don't. Some people can afford to do that (you know who you are Paul Blezard) but the



G/S is my main form of transport and I have to look after it. So I don't think I'll do the Cambrian unless it changes. Maybe someone out there knows whether it and the Hafren have changed just to reflect the fact that not many people on big, multi-cylinder trailies enter. If they have I suggest the organisers of the Pencarreg Rally keep their event exactly as it is for us. And I'll be back.

*Steve Rutherford,
Hope Valley*

Ed. Not quite trail riding but certainly sounds like a lot of fun.

• RAMBLINGS •

My last ride was on Saturday 23rd May '98 and what a superb day it was too! I finally got the chance to ride the lanes of Allendale and the surrounding district. I have tried to join Rodger Davies on one of his runs in this area for months, even years! Each time I've had to cancel for a variety of reasons. Anyway we set off from Melmerby about 9.45 after some coffee in the local Post Office cum Cafe. The day started a bit drizzly but otherwise the weather was fine. We covered a few small lanes near Melmerby and then set off over Cross Fell. Travelling across Weardale we headed for lunch in The Rookhope in Rookhope. Highly recommended! Blanchland, Slaley Forest and Hexamshire Moor took us to tea at Allendale Town. Several lanes later we rode over Maiden Way to return to Melmerby about 6.30pm. Magic!

When I took Rodger home after the run he lent me a couple of videos. One was the unedited tape of our day out with Sky TV. A few of the Lancs. members went riding with the presenter of '2 Wheels Better'. I think the report of the TRF and 'riding green lanes' went well. The other was TRAVEL another TV programme entitled Ridge Riders, that involved Alan Kind. What a cracker! The programme looked at The Ridgeway and it's history. It made me think that, for me, trail riding isn't just about riding motorbikes on green lanes. The history surrounding the use of these ancient ways fascinates me. The old Assize road known as Gatescarth Pass in the Lakes is a bit 'tricky'. I have read several books about ancient green lanes and one book reports a 'carriage and four' travelling to the courthouse at Penrith over this lane. I am sure that this will astound those of you who have travelled this lane. A horse and cart! It's hard enough getting an XR over it. Dave Loney sent me some copies of some articles from Motor Cycle (1970ish) about riding in North Wales. A superb read for anyone interested in the history of green lanes. There are many other lanes and their history that amazes me. I could go on and on but I don't want to bore you any more. If you are interested Ian Thompson's book on riding green lanes has some excellent references in the Bibliography on page 141.

I started trail riding at the beginning of this decade, and I am hooked. The one thing that keeps me hooked is definitely the 'fellowship', or as the Irish say 'the crack'. The people that I've met over the years never cease to amaze me. The list is almost endless. However, I must take the time to thank Dave Loney, Charlie Morris, Bill Spooncer and Trevor Watson for their friendship, help and guidance over the years. Thanks also to all you who have rolled up your sleeves and pulled my bike and me out of a bog, or simply stopped my bike crushing me to death, drowning me or impaling me on a rocky climb. We've all done it, "I took the wrong line", "At least I showed you where NOT to go", "I would have got up that rock step if..." etc., etc. Once everyone has stopped laughing, taken photos, eaten their

Mars and had a drink, they try to extricate you from your predicament. These fellows will let you have inner tubes, tools, nuts and bolts, gas cylinders to pump up your tyres (thanks Marc) and so on. In fact the last time I had a puncture Marc Vipond and Andy Chislett had my bike's back wheel suspended off the ground and all nuts loosened before I could get my tyre irons out! The whole procedure was completed in less than 20 minutes. What team work!

Before I finish a few notices:

Ian Wright - have a rest from walking, house renovation, mountain biking, go trail riding on your new XR!

Phil Lord - sell both Montesas, the TLR XL185, dog, cat, parrot and anything else to get your XR!

Simon Guy - hope the insurance coughs up the dough for your stolen XR600. Happy hunting for the next one!

Gary Longmire ("Thumper") - hope your body is on the mend. We're missing you. Get well soon!

Without force, nor secrecy, nor danger.

Some ramblings from the Alzheimer Kid,

Alan Hodson



RoW NEWS

Joy for riders as track is reclassified

Horse riders may soon be able to take their animals along a Cowling path after successfully campaigning to have it reclassified.

Members of the South Pennine Packhorse Trails Trust, which looks after the interests of riders, asked highways bosses at North Yorkshire County Council to have the track classed as a Byway Open to All

Traffic (BOAT).

The track runs from Lumb Lane, south west of Cowling village, along High Lane and Close Lane to Dean Field.

However, it is not suitable for motor vehicles and an order will be made preventing them from using the route.


When county councillors met last Friday, they were given a long list of evidence detailing the track's past history.

This included a tithe map dating back to 1846, and various Ordnance Survey Maps showing how the track was classified over the years.

In making their decision to reclassify it as a BOAT, councillors also recommended that it's gates be replaced, as these were listed as an historical feature.

The decision will now go out to public consultation before any changes are confirmed.

*Taken from
Craven Herald Newspaper, Yorkshire*



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letters

COAST-TO-COAST

Having just returned from this year's Coast-to-Coast trail ride I felt that I should write and tender my thanks to all those who made it such an enjoyable event. The weather was absolutely glorious, not too hot if you kept moving, warm sun with very little cloud, no rain and thankfully, if you were a "back marker" as I was on Saturday, not too dusty. Most of the ground was slightly damp and gave tremendous grip, although several seemed to lose this on some of the river crossings. My thanks to Phil Fawcett for all his efforts in organising the entries, the baggage van and everything else that is necessary for it all to go so smoothly. The leaders also deserve a mention who lead each group of 8 riders through some of the best trails and scenery in the country, mostly taking their own chosen route. Many riders take all this organisation for granted but it is no mean feat and can be a worry.

Every year we ride around the Great Busby area and I think fondly of the man who re-introduced the Coast-to-Coast after a lapse from the earlier event organised by Mr. Ken Canham. This man, many of you will know, was Fred Garbutt, who died sadly doing a recce for the event in 1995 with two Ribble Valley TRF members. Fred enjoyed life to the full and died doing what he loved - riding his trail bike - from a heart attack, which he knew could happen at any time. I knew Fred for several years and have travelled to many parts of the country trail riding with him and been amazed at his knowledge of bikes and his willingness to help others. If you had a puncture you had to fight to keep him from doing it for you (assuming that you wanted to do it in the first place). I think of him, and miss him, every year.

This year was no exception in the camaraderie and friendships that developed over the weekend, and no matter how many times you do it you always seem to ride some new lanes, which makes for added interest. We had chats with various farmers and landowners, which is a good thing, and should be encouraged since we have the opportunity to let them see that we are human (many like myself middle-aged) and not all going to

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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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razz around tearing up good land and making unnecessary noise. Some of the chats were not all amicable since we were told by one young lady, who lived at the end of one lane, that it was a bridleway and not a "motorcycle path" and we were therefore not allowed to ride it. I was born 2 miles away from this lane and have done extensive research on it, which shows that higher rights exist. She came in from town 5 years ago to her own private place in the countryside, not knowing that she had bought a house at the end of an ancient highway linking the manufacturing towns of Yorkshire with Lancaster. When I told her that I agreed it was not a motorcycle path since I had never heard of such a thing, she was a bit flummoxed, nor was she able to accept the information I offered her proving higher rights existed. She was ready, however, with pen and paper to report us to the police, but eventually declined. I firmly believe that we should continue to ride these lanes where rights are known to exist, regardless of intimidation by such people. We must be strong and fair. I know the local village police, who are generally fair, and am currently in the process of talking to them regarding the rights on another lane, following a landowner's complaints, he will then be able to go back and tell the landowner that we have a right to ride it and settle them down.

This all seems a bit negative when I am supposed to be writing about the joys of the Coast-to-Coast. Well, we can get hassle anytime we go out, can't we, but rights of way are topical and we should all be aware of these things. On a more positive note, about 4 years ago a local farmer told me of a previously unknown lane that runs across his land, through his farm yard and invited us to ride it - he even comes out and apologises if his vehicles are in the way. I hope he has many children.

For people that have not visited the northern parts of England I would recommend this fantastic weekend, but must admit that since you start 130 miles away from where you finish, the travel arrangements take some sorting. Many people take their car to Hawes on Friday and ride to Scarborough that day and then ride back to the car at Hawes on Sunday night.

In conclusion I will say that if you have never ridden it, DO IT!

Richard Dugdale, Ribble Valley TRF

ADVICE TO BE FOLLOWED

Following the Norton Malreward High Court case can I urge all local groups to follow the advice of Steve Neville and go down to their county

archives to investigate the RuPPs in their area.

I went into our County Hall and asked to look at 18th and 19th century maps. The staff were helpful and able to direct me straight to what I needed and, as a result, in a couple of hours I have sufficient information to be able to claim that "on the balance of probabilities" many of our best RuPPs in Hertfordshire have evidence of vehicle use prior to 1930.

Ian Reynolds, Hertfordshire Group

NEW GROUP

I am a new member of the TRF and have formed a South of Scotland Group. I have just received membership forms and half a dozen of these are in the post already.

We do not have a meeting place yet as we are still pooling information, thanks to Trevor Newton.

Any interested parties can contact myself, Bruce Mathieson (Group Rep.) on 01620 860929.

You may have heard about the case over the Corrieyairack Pass recently. A 4 x 4 driving colleague is involved and below is a copy of an E-mail regarding his current involvement.

Date: Thursday, 21st May 1998

To: row@playground.sun.com

From: Owen Sayers <sayero@uk.ibm.com>

Subject: Now we are two...

Hi All,

I know that several of you were interested in the Corrieyairack situation. So an update (more to follow when I get round to writing further)

The survey and report for the APRS and Scottish Natural Heritage has been completed, and appears to state that damage to the road has been mainly done by recreational 4 x 4s. Not to put too fine a point on it this is rubbish. When (if) they every decide to give me a copy of the report, I'm pretty certain I can shoot necessary holes in it, but the media (Scotsman - www.scotsman.co.uk then do a search for Corrieyairack) covered the story - and though they gave it a fairish slant - most people will of course accept the report at face value.

I have also obtained a copy of the Highland Roads and Bridges Act

1862 (25 & 26 Vict. c.105) which proves conclusively that the vesting of the road was placed in the hands of the commissioners of supply (latterly the Inverness Council). This completely debunks their opinion that the road has never been public (in fact it's theirs to repair and maintain - just like the others given over to them in the same act - like the A9, etc.).

I am just about to post my complaint to the Procurator Fiscal re the chain slung across the road, which resulted in the injuries to two motorcyclists, (an offence under s100 of the Roads Scotland Act 1984), and I am submitting a complaint to the local authority Ombudsman for maladministration in the handling of the road, with particular regard to the stated position of the council to refuse access to discussion by any parties other than those they themselves selected as representatives of the motoring groups - in this case the Scottish Land Rover Club, and Highland 4 x 4 Club, and to the measures taken by the council to prevent lawful access by users - some of which have been quite definitely illegal.

So there we have it... still an ongoing situation.

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