

GROUPS

AXE VALE Gwyn Thomas, Tel: 01749 675294
2nd Mon, *The Star, Star (A38), Nr. Shipham, Somerset*

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 Thurs, *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 Thurs, *The Ship, Wadebridge*

CUMBRIA Richard Smith, Tel: 015394 33470
2nd Tues, *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 Tues, *The Welcome Stranger, Bickington, Nr. Newton Abbott*

DORSET Paul Jackson, Tel: 01305 772208
1st Tues, *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 Tues, *Boot & Shoe, Goxwold, 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 Tues, *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 70680
1st Tues, *Stafford Arms, Bagnall & 3rd Tue, Cheshire Cheese, Buxton*

ISLE OF WIGHT Mark Gregory, Tel: 01983 867730
1st Thurs, *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 Tues, *Hindshead Pub on A49, Charnock Richard*

LINCOLNSHIRE Alan Wilkinson, Tel: 01529 460793
4th Thurs, *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 Tues, *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 Simon Mason, Tel: 01773 713188
1st Thurs, 8pm, *Travellers Rest, Ashbourne Road, Derby*

RIBBLE VALLEY Peter Higham, Tel: 01200 424947
2nd Tues, *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 Thurs, *Ring for Details*

SOUTHERN Russ McDermid, Tel: 01703 812371
3rd Tues, *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 Thurs, *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 Thurs, *Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford*

WILTSHIRE Bill Riley, Tel/Fax: 01225 863811
1st Tues, *The Toll Gate, Holt, Trowbridge*

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

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



Patron: Lord Strathcarron

TRAIL

AUGUST, 1998

No. 240

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

EDITOR: Fred Ellison.



Cumbria TRF Club Run. Mansergh near Kirkby Lonsdale. Photo by Roger Harris.

CONTENTS

Editor	3	Derbyshire Weekend	11
Chairman's Chat	4	The Perils of Tarmac	12
Secretary's Scribblings	5	Notice Board	13
RoW News	6	Letters	14
Exec. Meeting Minutes	8		

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

TRF OFFICERS

- CHAIRMAN** Tony Stuart, Cambrea, Worthy Hill, Trebetherick, Wadebridge, Cornwall, PL27 6SG. Tel/Fax: 01208 862960, Mobile: 0831 467273. E-Mail: Cambrea@aol.com.
- PUBLIC REL. OFFICER** Mark Holland, Corn Farm, Devauden, Chepstow, Monmouthshire, (Gwent), NP6 6NS. Tel: 01291 650240 (Weekends only).
- MEMBERSHIP SEC.** ... Graham Stratford, 38 Thornton Crescent, Old Coulsdon, Surrey, CR5 1LH. Tel: 01737 553599.
- SECRETARY** Jonathan St. John, 48 Kingrosia Park, Clydach, Swansea, SA6 5PL. Tel: 01792 844719.
- TREASURER** Alan Wilkinson, 29 Christopher Close, Heckington, Sleaford, Lincolnshire, NG34 9SA. Tel: 01529 460793.
- EDITOR** Fred Ellison, Sheepcote Farm, Moor Lane, Wiswell, Clitheroe, Lancs., BB7 9DG. Tel: 01254 823893, Fax: 01254 887999, E-Mail: ellison@ukip.co.uk
- RoW OFFICER** Steve Neville, 40 The Sandpipers, Gravesend, Kent, DA12 5QB. Tel: 01474 742705.
- BMF LIAISON OFFICER** Derrick Collins, 11 Grangewood Road, Wollaton, Nottingham, Notts. NG8 2SJ. Tel: 0115 9282806.
- KEEPER OF STATIONERY** Aelwood Finch, 8 Hallowell Down, South Woodham, Ferrers, Chelmsford, Essex, CM3 5FS. Tel/Fax: 01245 329118, Mobile: 0374 471251.
- DISPLAY EQUIPMENT CO-ORDINATOR** Jeff Ward, Jeff Ward Ltd., Gretton Road, Weldon, Northamptonshire, NN17 3HY. Tel: 01536 267036 or Fax: 01536 408787.
- TRF MERCHANDISER** Rob Sawyer, 15 High Meadows, Newport, Shropshire, TF10 7RY. Tel: TBA.

TRF Website <http://ds.dial.pipex.com/trf/>

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Thankyou to all those people who have taken the time and the trouble to respond to my appeal for more contributions - what an interesting lot you are - rides in the Picos Mountains in Spain, France, three legged country (the Isle of Man) on every kind of bike imaginable. Where else have you been, what else have you done and what did you do it on? We'd all like to share your experiences funny, painful, exciting or different.

Never has so much been done by so few for so many and now we need a few more. Tony Stuart, Graham Stratford and Steve Neville due to changing circumstances must unfortunately stand down leaving vacancies for the positions of Chairman, Membership Secretary and Rights of Way Officer. These posts will become vacant at the end of the year and new officers must be elected at the AGM. Please discuss these positions at your next group meeting and put forward your nominations forthwith.

Thankyou to Mike Husband for his e-mailed solution to my bike rack problem. This was his reply - *Just read of your rack woes... I had similar experience when my trailer broke. I used my trials bike rack on a VW caddy van to take my TT600R to Dijon. Use a plank to roll front up, and then jack up sump with blocks on jack. Use strap on bars to steady bike - and then swing rear in. Once at right height it is easy to lift. Use jack again to force rear wheel out when lifting off. Perhaps I should just stick to my trailer! Has anybody an easier solution, bearing in mind that the rack is over two feet above ground level? Please?*

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EAST MIDLANDS TRF GROUP MEMBER
Please phone for more detail or copy of my Free illustrated price list

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Chairman's Chat

At the last National Executive Meeting on July the 11th I, with regret, indicated that I have decided not to stand for re-election at the AGM. We will be pleased therefore to receive nominations for both Chairman and

Deputy Chairman.

I have thoroughly enjoyed my rather eventful spell in "the Chair", but changing personal circumstances have decided me to take a less active role. The TRF will continue to have my full support, but my contribution in the future will mainly be to my own group.

It was pleasing to hear from Graham Stratford that our current membership is 1780. Obviously most of our Members and the new Members have confidence in our organisation. Now that our financial problems are thankfully resolved and behind us we can concentrate on "The Way Forward". This will be the main item for discussion at our next meeting at our new venue on Saturday the 5th of September.

Tim Stevens, once again, has asked for photographic evidence, ideally with dated photographs, of routes in your own areas which are "undersigned", i.e. indicating a lower status than vehicular, such as footpath or bridleway. Please see what you can do.

Further opinion on my GPS. I used it whilst marking up at a horse event at Ludlow in July. It proved most useful in marking out a rather tricky course and gave accurate readings even in forestry. Without it marking the course would have taken much longer. For trail riding it will really be of use when riding in unfamiliar territory - such as Spain. It also works very well in the car (without an external aerial, but plugged into the cigar lighter) when the map display with town names proved excellent in journeys to unknown areas.

Tony Stuart

P.S. It has already survived one fall - a lot better than my arm!

Secretary's Scriblings

MID SUMMER

It was with more than a little sarcasm that I subtitled this, as it appears (certainly in this neck of the woods) that we're not going to have a summer at all.

However looking back over the first half of the year I'm pleased to find more than one smile raising memory.

The Chairman came to negotiate some local lanes back in May, along with probably the jolliest band of Trail Riders I've ever had the pleasure to meet. We rode for three days and took in some of the best views South Wales has to offer, and to top it all the sun shone throughout.

No names, you know who you are, and you are always welcome back (and Des, thanks for the bungee).

A couple have come down for a week's holiday on the coast (I think it rained all week) and took in some trail riding whilst here, (a lovely day as I recall), and a rider from just outside the big city came up for a weekend and rode the Monks Trod amongst other rides. (It didn't rain then either as it happens).

FINALLY TO THE POINT

I ride the local trails as often as possible, yet in the company of others seeing the area and riding the trails for the first time the experience is only enhanced. To look back and see a row of grinning faces, puts an edge on the day that stays with you a long time and helps to highlight the day in the memory banks. It also takes a new friend to point out things that you pass regularly but no longer look at.

NEARLY THERE

So what I'd like to do is say thanks, to those who have helped me appreciate what I have on my doorstep. Thanks.

Jonathan St. John

Riding With Roger (Harris that is) - THIS MONTH'S TIP

REMOVING OLD HANDLEBAR GRIPS

Block up the end and stick the air line nozzle in the other end hole.

The grip inflates and leaps off!

Before fitting the new grip, spray the bar end with lacquer paint. The thinner in the paint lubricates the grip going on, then dries and glues the grip to the bar.

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RoW OFFICER'S REPORT

A few months ago I mentioned an incident where a TRF member out riding with a friend was assaulted by a farmer, near Buxton. The rider concerned has sent me a report which I have recounted here.

After being unavoidably blocked in by his tractor he wielded a crow bar about our bikes and a steel clamp was punched into my side. This was a totally unprovoked attack!

The Police were informed, the farmer arrested and cautioned. The Police viewed an attack by a middle aged lunatic less seriously than a young one or if he had attacked a female.

Dissatisfied with this outcome I decided to sue him for damages.

Proceedings began and according to his solicitor the threat of being sued sorely aggravated the farmer, causing him great anxiety. I felt better already. I persisted and eventually received an out of court settlement of £500.

In summary the farmer's punch cost him hard cash, a series of interrogations with the Police, a caution which means if he lays a finger on someone else he WILL be prosecuted and he had to pay his legal costs. The moral is sue the £\$% and don't be put off!

I originally offered the member concerned £500 from the Fighting Fund, towards legal fees if it came to court. Happily it was not required but the offer still stands to other TRF members if they end up in a similar situation. It's your Fighting Fund after all.

We have asked other LARA members if they would like to jointly fund a legal opinion on riding RuPPs. Following the Norton Malreward case we think it would be useful to ask a criminal lawyer (as opposed to a civil one) if they could advise us on the risks of prosecution if one of our members were reported by the Police and the CPS tried to prosecute.

I have emphasised that this legal opinion would be confidential to contributing organisations. If another LARA club had a member reported for riding a RuPP and had not paid toward this initiative then they would not have access to the legal documentation. Since much of the research has already been carried out for the NM case I hope that it will be used here and the cost of these legal fees will be low.

As I said last month this is my last year as National RoW Officer. I will be writing to all the Group RoW Officers but if there is anyone out there who fancies

the job and wants to talk about it then please call me. Also the successful candidate will get a TRF National Rights of Way Officer's sweatshirt and a Hewlett Packard Deskjet 660C printer to print out all those letters that he (she?) is going to generate.

Not one to abuse my position and use this column for personal gain in any way, I will not mention the fact that I have a KDX200 E2 for sale. It's "G" registration (1990), in reasonable condition, but like most 8 year old trail bikes needs some money spending on it. It has a recently rebuilt shock, new seat cover, pads, etc. offers around £850. I'm not giving up trail riding, it's just that I fancy a newer bike; who knows, I might even buy a four stroke (but not a Honda, I gave up being their XR250 quality control tester a long time ago). I also have a Honda (!!) QR50 that my daughter is starting to outgrow. Offers around £300 since little bikes are as rare as rocking horse teeth.

As I write this LARA/TRF have just met the DETR to pass on a few proposals which I'll discuss next month.

Steve Neville, National Rights of Way Officer

A SUCCESS STORY IN CUMBRIA

For many years the Cumbria Group have been trying to get the farmer at Bretherdale Head Farm near Tebay to open up the blocked BOAT 355004 but with no success.

The farmer could not be persuaded and even a visit from one of our members Edwin Duckett who is himself a farmer, failed to get any action. On one occasion I was myself accosted by the farmer's wife when she held a pitch fork to my throat and refused to allow me to continue on my journey. Needless to say I backed off!

About eighteen months ago I wrote to the RoW Department of Cumbria County Council at Carlisle asking if they could persuade the farmer to remove the obstructions on this lane. They replied that they would visit the farmer, look at the obstructions and try to persuade him to remove them. This action also met with no success.

However, after sending him several solicitor's letters threatening him with prosecution and a possible fine of up to £1000 for each obstruction (there were at least three on this lane) the farmer has finally removed the restrictions. We now have clear access and the farmer is in the process of erecting new gates on the lane.

We recently met the farmer when on a recent club run and he seemed to be more agreeable. He did however voice one concern which was, that he has challenged several large groups of motorcyclists (at least 12 in a group) who he claims are coming over from the North East and are not sticking to the recognised route when riding this lane.

I said that I would mention this in our club magazine and if the offending riders were TRF members then I hope they would take note! So if any member out there uses this lane please take note.

Happy Riding, Roger Harris, Cumbria Group Chairman

Abridged

Exec Meeting 11th July 98

The Chairman opened the meeting and noted apologies from Stuart Dodwell, Kevin Marsh, Colin Patient, Richard Hawker, Keith Johnson, Jeff Ward & Wayne Little.

Matters Arising:

Under-signing of routes;

Tim Stevens explained again to the meeting that he wished to have photographic evidence of routes which are signed wrongly e.g. 'footpath' where vehicular rights exist. This is urgent now as there is going to be a meeting between LARA and the DETR at which this problem can be highlighted, but evidence is needed.

The T.R.F. Web Site;

Following concern over the "user unfriendly" appearance of the T.R.F. Home page Work has commenced on bringing the site up to date.

Sustrans Liaison;

Following a question posed by the rep from the Somerset group regarding the duplication of posts some discussion took place regarding the election of the co opted officer for Sustrans Liaison. until the next meeting the status quo will apply.

Finance Sub Committee;(F.S.C.)

The Treasurer, Re iterated that he would be Prepared to look after the day to day running of T.R.F. accounts and would be happy to answer to a Sub Committee but was not prepared to Chair it. The meeting agreed that it was in the interest of all our members to keep the safeguard that is the finance sub committee in place and that Jeff Ward be asked to chair it. Jeff Ward proposed by letter that we now draw a line under the Tim Ley affair as he has done all he can to retrieve TRF funds. seconded. All Agreed.

Officers' Reports;

It was proposed that as the Secretary had not received Officers Reports prior to this meeting, as agreed at the previous meeting, could we pass on to the next business. The Chairman agreed provided there were no questions from the representatives.

Treasurer:

Alan Wilkinson reported on the TRF funds held in two accounts at the Yorkshire Bank (figures on request) The reinstatement the Bursary Fund, met with general approval, and the Treasurer said he would start allocating a proportion of the membership fees to the Bursary from September 1998. The Subject of Group Rep Expenses to attend Exec meetings also met the approval of the meeting and it was agreed that this would come under the remit of the F.S.C. Who were to be asked to work on this, and ensure that only reps from recognised groups or regions be supported in this way.

Membership:

Current membership numbers at 1780.

Chairman:

Tony Stuart explained that he has decide not to stand for re election at the coming AGM.

RoW Co-ordinator:

Reported that the proposed TRO on Sarn Helen has been put off for the time being. Following the 'Right to Roam' consultation he feels the TRF needs its own Policy Document as in the 'Strategy' which he produced, but which is now somewhat out of date.

He reported that he would not be standing as RoW Co-ordinator at the next AGM but will give every assistance to whoever take on the role.

BMF Liaison Officer;

Derrick Collins reported that he has 5 of the 6 delegates he needs for TRF representation at the BMF AGC. Concern that the Government seem to have done a U turn on their (election campaign) Policy to promote motorcycling because of the "dangers" led to some lengthy discussion. Derrick reported that there was a lot of behind-the-scenes work going on about this as everyone feels let down. The BMF, MAG and MCIA are working together on this.

Display Equipment Co-ordinator;

Jeff Ward Reported (by Letter) that the TRF stand at the BMF Rally had come 5th in the club stand competition. He was pleased with the look of this year's stand and lots of members signed up. He also Felt that the Dirt Bike Show stand should not be sub-let as in previous years. All Agreed.

Stationary;

It has been decided to look into the re vamping of a number of leaflets samples of which should be available at the next meeting.

Agenda items;

Rupps;

Enquiries are to be made in relation to the possibility of our members being prosecuted for riding on Rupps. Closer relations with other groups may be of benefit. Watch this space.

Data Protection Act;

Confirmation is to be sought to confirm that her we are registered under the Data Protection act, if we have not, steps will be taken to ensure that we do.

Approval of a new group;

Approval was sought for a new group calling themselves the "Axe Vale Group".

Following lengthy debate (one and a quarter hours) the meeting decided to ratify the group with the proviso that they had on power of representation on behalf of the T.R.F. with county or district councils as there was a real concern that there may be confusion as the area the new group covers is already covered by neighbouring groups.. **Vote 11 for, 2 against.**

Request for funding for maps;

The Northern Region, requested funding for OS 1:50,000 maps to complete their cataloguing of the Region. All Agreed.

A Way Forward;

This item was not dealt with as no time remained. A Special Executive Meeting will be held on 5 September at this venue, to discuss this one topic.

Any Other Business;

Worcester RoW;

The representative for LARA explained that the County of Worcester had now split from Hereford and there was a need for someone to look after RoW there and help the Hereford respondent. As no-one from Worcester was at this meeting, this was not resolved.

Sarn Helen;

He also reported that he had driven the Sarn Helen track with local wardens etc. and they had agreed to defer the TRO for 9 months to see if voluntary management plus a bit of maintenance will work. **He needs volunteers to work on parts of the track, along with 4x4 users.**

GLASS Liaison;

The meeting wished to encourage this liaison. A request from GLASS to share the cost of the London Gazette, and help with its distribution had been requested by GLASS. **It was proposed we go ahead with this. All Agreed.**

CODEVER Europe;

Tim Stevens reported that he is now the General Secretary of CODEVER Europe which is based in Portugal, and will help fight our cause in Europe as a sort of Euro-LARA.

Job Descriptions;

The Secretary felt there is a need for all the officers of the TRF to have a job description and for it to be produced in booklet form ,as part of a reference / guidance book . **(I keep trying)**

Insurance on green lanes;

The question of a member being refused Insurance by the BMF because his trail bike was considered a competition model, is being looked into, by Tim Stevens who is going to pursue this through LARA and the BMF.

Officers Reports;

The Secretary reiterated his request for officers reports to be sent to him 3 weeks prior to Executive meetings, so they can go out with the Agenda.

It was agreed to hold a meeting on 5 September to discuss 'The Way Forward' at the same venue

The meeting come to a close at 17:30 .

Attending the meeting 20.

NEXT EXECUTIVE MEETING

on 5th September

at 10.30 a.m.

Be There

DERBYSHIRE WEEKEND

Well, despite reservations from certain quarters, our joint fund raising and lane repair weekend on May Day Bank Holiday with GLASS occurred and was a great success. It was well attended by all groups involved locally as well as one or two from further afield. The hospitality at the Bull in Thorn was generous and long the entertainment on Saturday night had everyone bopping over the weekend. We repaired water erosion damage and built a drainage ditch to prevent further erosion occurring at the junction of Hayfield Road and Beet Farm Lane.

This was undertaken to improve access for delivering materials to the Roych Clough area which of course the improvement of is the motivation for the fund raising.

Everyone attending this family orientated fun event seemed to thoroughly enjoy it, green laning in the area was not significantly increased as a result of this event happening and a substantial amount of money, as well as good will was amassed.

Buxton Land Rover Clubs off road course (in a disused quarry) was a bit scary on a bike and a bit of prior knowledge of the site was advisable before tackling the steep climbs as some went on straight into other obstacles over the crest.

Dave Brown, Peak Group Chairman



The following extracts were received in a letter to Karen Wilson from the Peak District National Park Authority: *Trail Riders Fellowship - Thank you for your letter informing me that your fund raising weekend over the May Day Bank Holiday for the Roych Clough Project raised £1000. This was an excellent effort and I think an indication of your organisation's concern for the National Park. I am very grateful. I am taking this opportunity to thank you and your colleagues for the very hard work undertaken to improve both the environmental and recreational quality of the Farm Track. Several tonnes of stone was collected and moved to site throughout the holiday weekend, which was so important to the successful completion of the project.*

Just a note to thank everyone who supported the weekend's fund raising and lane repair work. Anyone wishing to follow up the repair work on Roych Clough next Spring please let me know as the Ranger Service would welcome additional help - date yet to be set.
Karen Wilson, Peak Group TRF

DERBYSHIRE WEEKEND EVENT 1999

1st - 4th May

Already booked at The Bull in Thorns.

All monies raised will be donated to Peak National Park Projects relating to misuse and repair.

THE PERILS OF RIDING ON TARMAC

The Association of Chief Police Officers has announced plans to increase by 30-fold the number of speed cameras in the UK. The organisation claims that installing these devices at accident blackspots will save hundreds of lives. The Association of British Drivers (ABD) has taken issue with this claim arguing that there are flaws in the reasoning that speed kills.

It argues that evidence from the United States calls into question the Transport Ministry's view that one-third of all accidents are caused by excessive speed, and suggests that the proportion is more like 2 per cent.

The ABD claims it has spoken to road safety officers who have admitted that up to 95 per cent of speed cameras are, in fact, sited for revenue generation.

Speed camera convictions are easy money and they are soaring. Between 1984 and 1994, findings of guilt, fixed penalty notices and written warnings for dangerous or careless driving fell from 251,000 to 190,000. In the same period, speed limit offences have risen from 256,000 to 602,000.

A spokesperson from the ABD states: "Casualty data is being used to legitimise abuse of speed camera technology with cameras being given all the credit for casualty reductions. In fact, improvements in car safety have far more to do with decreasing casualty figures". The ABD can be contacted on 07000 781544.

NOTICE BOARD

DON'T FORGET

the meeting on the
5th September '98

to discuss
"THE WAY
FORWARD".

If you have any ideas about how you would like to see the Fellowship developed or have any facility or ability you could offer, put it to your Rep and be represented. Don't just sit there. Do It.

Nat. Sec.

AGM

31st October
Crows Nest Suite
National Motorcycle
Museum

RIVLIN DAM INTO DERBYSHIRE RUN

Will the Huddersfield members wishing to re-visit the lanes ridden on 14th June please phone Mark (Serow) to arrange run.
01484 513158.

THE LARA WORKSHOPS 1998

COUNTRYSIDE CONSENSUS

Managing Land Access for
Sport & Recreation by
Consensus Approach

Friday 2nd October 1998

The National Water Sports
Centre, Holme Pierrepont,
Nottingham.

Saturday 3rd October 1998

The Welsh Institute for Sport,
Cardiff (This workshop in
conjunction with the Cambrian
Council of Welsh Motorcycle
Clubs and the Forum for
Motorised Sports in Wales).

Details from Alan Kind, Tel:
0191 236 4086

letters

2ND DIVISION TRAIL RIDERS

How many trail riders are there, out there, who, like me simply do not ENJOY dragging their bikes through tank deep bogs, or being scared witless by some terrifying steep muddy/rocky descent, or exerting such monumental effort to overcome a deficit of dirt riding skills that they are shattered to the point of being unable to co-ordinate their riding when they get back on the bike?

The majority of riders appear to be happy only when they are riding seriously challenging trails and are dismissive of "Easy Trails".

Well, I like "Easy Trails". I enjoy riding my bike along easy open trails and I suspect (after observing how relatively few of our TRF group members actually come out riding) that there just might be a few other riders like me.

I propose to mark all my maps with graded trails, like skiing.

Green Trails - OK in normal weather for reasonably competent riders.

Red Trails - Challenging but rideable.

Black Trails - For the experts and masochists.

Ask yourself, how many riders have come out with the TRF, and probably on their first ride been given such a horrendous time, we never see them again. They may have had a good day's trail riding with mostly "green" trails, but I bet you the leader threw in the almost obligatory "black" trail, for a bit of sport.

All those "Easy Riders" out there, stand up and be counted, so we can start to operate a 2nd Division and leave the black trails to the 1st Division.

Ted Scott

THE MAGIC OF A MARKED UP MAP

On Sunday, May 17th, during our monthly Club trail run, my group of riders was met by the police at the end of the "Old Coach Road" near Keswick. They were in a 4 x 4 vehicle and had obviously been alerted to our presence on the lane.

At first the police woman was quite aggressive in her attitude and she shouted at me to stop as they "wanted a word" with me! The policeman then came over to me and said "Who gave you permission to ride on that lane"? "Cumbria County Council" said I. "How do you make that out" said he. "Because it's a road just like the one that you have just driven on to get here" said I. "Can you prove that" he said. "Yes" I said and I produced my marked up map from my bum bag. "There you are" I said, pointing to the lane which was highlighted on the map "And that is the Council's UCR number!"


He was totally gobsmacked! Talk about stopping someone in their tracks! The

effect was Miraculous! I've never seen anyone change their attitude so quickly, suddenly he was my friend!

"Where did you get that map?" said he. "Well the information on it was supplied by Cumbria C.C. and it was obtained from the County archives" I said. "I would like one of those" said he. "Join our club mate and you can have one" said one of my mates who was standing close by. We all laughed and I proceeded to tell him who we were and what we were doing. I gave him a TRF info. sheet and a calling card with my name and phone number on it and invited him to our next indoor meeting.

He then proceeded to tell us why he had stopped us. There has been a problem on a nearby road across Moor Divock, a local riding stables has complained to the police and parish councillors about motorcycles startling their horses on this moor. Evidently three mares in foal had aborted the births on being startled by the motorcycles. I told him that I found this hard to believe especially as the road in question is on open fell! Although this road had vehicle rights it was downgraded to bridleway status after a public enquiry some ten years ago. Some riders have continued to use it on the basis "once a road always a road". The policeman asked us not to ride it that day so we made a detour to Shap to avoid it. We parted good friends and moved on to the next lane where we met a group of about 12 horse riders. We stopped our engines and passed the time of day with them and they were friendly, no mention of any problems was made. We stopped at Pooley Bridge for drinks and we had a good laugh about the magic map.

The following morning I received a phone call at work from another policeman who was more directly involved with the horses problem. He asked me about the TRF and our involvement with ROW issues. It seems that none of the Cumbria Police Force had ever heard of the TRF! I told him that the TRF were very concerned about motorcyclists behaving unsociably and riding where they shouldn't (only the previous day our other Club Group had spotted 3 bikers riding well off the permitted route on Gatesgarth Pass). He asked if he could quote me on my comments, as later that day he was to appear on Border T.V. talking about the problem. I agreed and said that the TRF would like to be involved with this and any future problems like this one. We would like to be seen to be working positively with the Police and that as an



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organisation we are responsible countryside users. He asked if I would be willing to go on TV to talk about the TRF if the TV company wanted to take the story any further and I said that I would. I waited for the news broadcast that evening with apprehension. And guess what, we did not even get a mention. A local farmer spoke about his "wild Fell ponies" being frightened and two had abandoned their young foals. He suspected that motorcycles had been the cause but could not prove it! The policeman gave a balanced view and admitted that the lane did have vehicle rights and was happy for motorcycles to use the road as long as they stick to the defined route.

I have not as yet received any further communications.

Roger Harris, Cumbria Group Chairman

MORE SORROWS WITH A SEROW

Very recently my monoshock on the Serow collapsed. I was desperate to find a replacement without buying a new one.

Through the Mag can I personally thank Russell Clarke (Ribble Valley) who I was riding with at the time and who put me in touch with Keith Bancroft (Ribble Valley) who then put me in touch with Rod Butterworth, who then put me in touch with a breaker who had a Serow in bits. Also thanks to Les and Brian (Lancs) for their input. Again thanks lads for getting me back on the dirt.

If other Serow riders have problems give Rod a ring or drop him a line: Rod Butterworth, Bike Sport, Barnfield Industrial Estate, Leek, Staffs. ST13 5QA. Telephone 01435 387918.

He can obtain genuine spares within 2/3 days and also has workshop manuals for sale.

Ron Varey, Lancashire Group

RAMBLINGS PART 2

What do normal people do on a Saturday evening, clean and/or service your bike (except Peter Knagg, of course), go to the pub, cinema or simply watch T.V. What was I doing ...working until about 9.00 p.m.

When I had finished my work I decided to have a rest by reading a book. I decided to read again, the book "The Complete Book of Trail Bike Riding" by Frank Melling ISBN 0 854221 7, Classification

796.75. I bought the book for 50p in a sale from a local library. It was a pleasure reading this book again and I've paraphrased a few of the passages. In the introduction he starts with "Gethin Evans is a good friend of mine. Not a mate whom I see every week for a drink at the local, not one of my compatriots from the MX world, but a trail rider. I remember one snow-whipped day, six hours, non-stop in the Pennines. We never saw a single walker or horse rider. By the end of the day I was physically shattered, too tired to ride another mile and yet despite the complaints of my body, I was full of contentment".

Melling's racing pedigree surfaces ... "Both Gethin and I are racers first and trail riders second and we derive pleasure from riding in hard conditions, something which all trail riders do not and rightly so." He also shows another aspect of his nature: "I was riding in Wales. We came across a group of trail riders .. we decided to ride with them. The pace was very easy and we ambled along in the most leisurely fashion. Every gate which had to be opened was sufficient excuse for a discussion on some subject or another and it took us an hour to cover five miles. We parted company, as they rode away, the same sense of fulfilment that I had felt on that desperate winter trail ride became apparent. The circumstances were quite different, the tracks provided no challenge and the weather was idyllic ...the trails were offering a balm that members of our high-pressure society spend most of their lives trying to acquire". I couldn't agree more. My sentiments exactly!

"I have had a lot of pleasure and thrills from motorcycles. I have raced motocross and leaped bikes off jumps and slid round corners. Still, despite all the attractions of these hard core thrill sports, I still have an affection for trail riding. Trail riding is like an open book without pages. The rider writes the title and the trail unfolds the story. Thriller or travel chronicle, bloodthirsty or whimsical - it's up to the author". Frank then waxes lyrically about how it is much better to ride a bike over this terrain than other modes of transport. He also says how a bike can 'take on the personality of a living creature'. I can vouch for that as my XR sometimes goes places where I do not want it to go! He quotes the Bultaco factory describing this phenomenon as the 'mechanical horse'. I echo his sentiments when he says that "it can be fun riding a mechanical horse".

He continues. "Some trail riders are opposed to the slightest hint of a competitive element. Other riders are rarely satisfied unless they are pitting their machines against the toughest terrain at the highest possible speed. I find pleasure in both the gentle ride through the soft countryside and also from struggling against tough conditions." Frank sounds like my kind of bloke. However, we (the TRF) have a voluntary speed limit, so I cannot condone his 'highest possible speed'. However, there is sometimes a competitive element to trail riding. The sound of one of the Lancs group saying "Ian Wright hasn't cleaned that bit too. He makes me sick!" seems to echo in my mind for some reason. Or... "How does Phil Lord do that on his old XL? He'll get where water can't". "How does Rodger Davies get through that bog with a tyre that resembles one of Fogarty's slicks". I always have the same reply. "How do they do that? Skill! Pure skill! Annoying isn't it!" Frank sums it up quite eloquently

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too. "Many of the virtues of the trials rider are to be found in the skillful trail rider. A top-class rider is a joy to behold, for he will be capable of piloting his bike over terrain that most humans could not even walk." The competitive spirit surfaces when we try to negotiate a difficult 'section'. There is a certain amount of kudos for traversing the 'obstacle'. And yet, as I've said in other letters, I also marvel at the fellowship of trail riders who will 'pull up their sleeves' to come to the aid of a fallen rider.

While I'm on the subject of reading, someone asked me at work if I read a lot. "Yes" I replied. "What was the last novel you read". "Oh I can't remember," I said, as I'm lucky if I read one novel a year, but I read a lot. I then thought of all the publications I subscribe to: The Dalesman, Dirt Bike, TBM TRAIL (paid for through my TRF subs) and Computer Shopper. I also buy Dirt Rider (US) and Dirt Bike Rider (UK) and Superbike every month. I buy The Cumbrian, Motocross Action and a variety of bike, computer and 'countryside' magazines on a regular basis. I have also had the TMX delivered to my door since issue one! I was racing Moto-X when TMX was born and I've read it ever since! I dread to think what I spend each month on magazines. Never mind, ignorance is bliss!

Talking about books and reading (ask at your local library) here is an initial list of you're interested:

Title	Author	Publisher
Roads and Trackways of Wales	Coyler	Moorland
Peakland Roads & Trackways	Dodd and Dodd	Moorland
The Drover's Roads of Wales	Godwin & Toulson	Wildwood
Roads & Trackways of the Lake District	Hindle	Moorland
Roads & Trackways of the Yorkshire Dales	Wright	Moorland

I can recommend these books if you are interested in the history of ancient tracks. Well, I'm off for another read. See you on the green stuff!

I would like to correct an error in last month's letter. Gatescarth Pass was used to get to the court in Appleby nor Penrith. Another interesting bit; "Gatescarth Pass had a good firm surface, until it was used as a training ground for caterpillar-tracked Bren gun carriers in the Second World War!"

Some more ramblings from the Alzheimer Kid, Crazy Horse, Old Git: Alan Hodson

RIDING WITH THE GHOST OF GEORGE FORMBY

It is becoming a regular feature on Lancs. T.R.F.'s calendar that we have a weekend in Spring on the Isle of Man, ably organised by John Gardner. I am ashamed to say that last year was the first time I have ever visited "the Island" and I have to say that I was captivated by the atmosphere and the friendliness towards bikers.

For this year's trip I was determined to be mentally prepared, so I spent some time watching a video of "No Limits", starring a certain George Formby. What a role model! Here, at last, is a hero us trail riders can relate to. To go to the Island with a home-made machine, held together with bits of wire and take on the might of the works teams, while taking the time off for trail riding (albeit when his throttle stuck open) and then going on to win the race (and the girl). The stuff of dreams! I pity the

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councils, that they object to other people enjoying the countryside in a way that, however legal, they (the rural dweller) don't like.

I saw no complaint about the number of motor cars and I can assure you that they out number motorcycles by at least five to one. In fact, the area described in the article is ALWAYS far busier with cars and commercial traffic than it ever is with motorbikes. I'm a sales rep. and part of my sales territory encompasses North Yorkshire, West Yorkshire and Cumbria and I can assure you that on any weekday the roads in question see far more cars and goods vehicles than they ever see motorcycles, at weekends or any other times.

Anyway, is 786 motorcycles in one day too much for the roads to take? Parishioner Hilary Fenton ways that "they don't stop from early morning to late at night". This probably means a period of some 12 hours, maybe 15 hours. Even if we take the lower figure of 12 hours, that means that a motorcycle passed along the road in question once every minute (approximately). I don't think one motorbike a minute is excessive, certainly not compared to the number of cars on the road. If Hilary Fenton thinks 786 bikes in 12 hours is excessive she wants to come and live near the A674 Blackburn - Preston road like I do. My house is only 2 minutes from the new M65 motorway. 200 yards from my front door she can enjoy about ten times that number of vehicles, every 12 hours, seven days a week! However, unlike the members of Horton parish council, I don't complain - I just accept it as part of modern life.

I think the crux of the matter is that rural dwellers want to see ALL "townies" banned from the countryside. These rural NIMBYS think of the countryside as "theirs" because they live there and don't want their concept of "rural England as a Museum" disturbed by nasty dirty townies. It's exactly the same attitude that caused so many parish councils to deliberately give false information to the Ordnance Survey after WW2

which has lead to so many rights of way being wrongly classified on AS maps.

I wonder how Ms Fenton and her fellow councillors would like it if we townies started a campaign to ban THEM from our towns and cities? Imagine, if we can't visit the countryside on our motorbikes, why should they be allowed to visit our urban areas to go shopping, visit the cinema or book a holiday?

There may very well be some idiots, both on and off tarmac, who give motorcycling a bad name, but this is no excuse to deny the vast majority of people access to the countryside simply because of their chosen means of transport.

Finally, I just would like to say that I also think there is an element of snobbery about many of the comments made by the parishioners. Most telling is Hilary Fenton's comment that "Motorbikes.....are a pest". No doubt Ms Fenton thinks of herself as a good upright and middle class citizen and she probably has the notion that motorcycles are forever associated with the working class. The English class system comes into play here - "I am middle class (nice little car), bikes are for the working class (cheap transport, can't afford a car etc. etc. etc.) so the workers should stay in their slums and leave the countryside to we English ladies and gentlemen.

I wish I lived in France.

Paul Atherton

Ed. Don't we all!

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1988E XT350 Immaculate condition. Long MOT, spare knobby wheels. Many other spares, £995. Tel: 01604 832162 (Junc 15, M1). **XT350 SPARES** Rear wheel, tool to remove cam shims, clutch lever ass'y. Tel: Pete 01225 810876.

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