

## GROUPS

AXE VALE Gwyn Thomas, Tel: 01749 675294  
2nd Mon, The Star, Star (A38), Nr. Shiphham, 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, 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 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 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  
Last Thurs, Ashing on Social Club, Rear of Red Lion, A24, 9 miles North of Worthing

TEESSIDE & NORTH YORKS  
David Crone, Tel: 01325 258252  
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, Woolston, 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

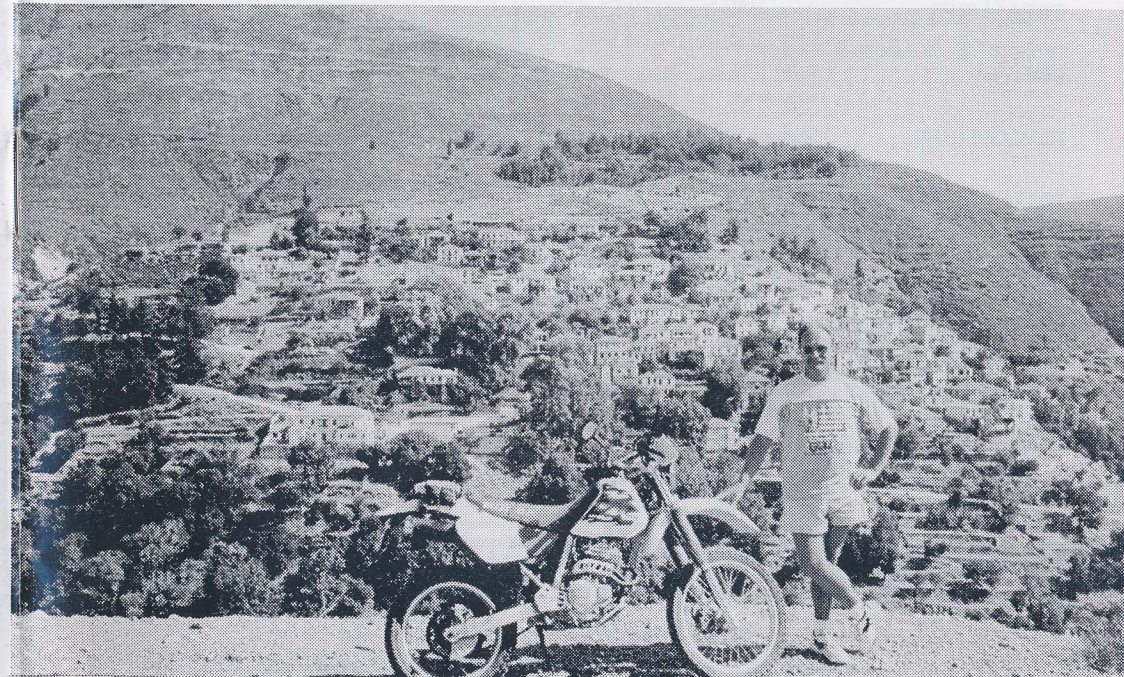
# TRAIL

SEPTEMBER, 1998

No. 241

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

EDITOR: Fred Ellison.



It's All Greek To Me.

See Page 10

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**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. E-Mail: guzziwilk@tesco.net
- 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: 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/>

## MAGAZINE ADVERTISING

### \* DISPLAY ADS:

Please phone Aelwood Finch for rates:  
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### \* MEMBERS CLASSIFIED ADS:

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Please send to: THE EDITOR \*Enclose membership number or a cheque for £5.

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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

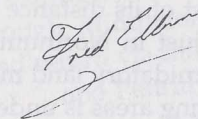
Persecution Mania? No, but there are times when I feel a bit like an endangered species that isn't protected. However, protection doesn't seem to be helping some of our rare birds such as Golden Eagles, Peregrine Falcons and Hen Harriers, which are being shot mainly on the grouse moors. according to Ronald Dewar, the Scottish Secretary when he launched a report by the Scottish Raptor Group. Not only do the keepers of the grouse moors want Trail Riders and other recreational users driven out, but also any bird of prey or animal which may kill off a few of their highly domesticated gun fodder. Personally, I'm not sure why anyone should want to pay good money (and a great deal of it at that) to shoot at a lot of pet birds which are virtually thrown up in front of them anyway. However, the money involved is substantial and we, along with other recreational users, are getting in the way of people prepared to spend £100,000 or more on just one public enquiry.

The Classified Section is really intended for members to sell their bikes, spare parts, accessories, etc. and to put in a wanted ad for these items. Trade, or other items please send £5. It will be put to good use

Whilst on the subject of advertising. We could make room for some more display advertisements. They are very good value and are read by around 2000 potentially active buyers, so if you have a business or know someone who you feel

would benefit from advertising with us then do something about it. After all the advertising is an integral part of our magazine. It helps pay for it and keeps us informed about the bikes, clothing, etc. that are available. Finally, don't forget to support those who support us by advertising in our magazine.

Here's mud in your eye!



## SPAIN

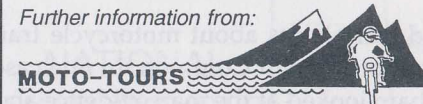
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## Public Enquiry

### BIG GUNS LET FLY OVER GROUSE MOOR

In what is probably the "biggest and best" rights of way enquiry yet, two leading Queens Counsel will square up over a clutch of byway DMMOs during the last week in October, 1998. The ways at issue run between some of the most expensive grouse moors in England, one of which is owned by the Maktoum family of Dubai, regarded as one of the richest families in the world. Mr. George Laurence Q.C. will oppose the orders made by Durham County Council, with Mr. David Braham Q.C. appearing for the Highway Authority. B & B asked someone with experience in these matters what the fees for both counsel for, say, a week-long inquiry might amount to. The answer was "over £100,000". The original applicant for the DMMOs, back in the early stages many years ago now, was told by a landowner's agent "This case will go to the House of Lords if necessary. Money is no problem".

The status of the roads turns mainly on their setting out in a late 18th century inclosure award as "public carriage roads" and it is believed that the objectors will argue that the awards were never completed and that the roads were, consequently, never set out properly, nor accepted by the public. The old chestnut of the existence or otherwise of justices' certificates looks likely to have an airing, together with documentary evidence that at least some of the roads certainly predated the award anyway.

The nearest town, Wolsingham, is now something of an enclave of executive housing in the Durham commuter belt and the local press has received the usual scare stories "....will shatter the peace and safety of the countryside....bringing a rise in crime....will lead to a network of road routes covering half the geographical area of County Durham".

Local horse riders, walkers and cyclists are eagerly awaiting the confirmation of the orders; there is the potential for a very long off-tarmac triangular route, "shadowed" for most of its distance by a motor road. Walkers' representatives a little further north, just in Northumberland, are also expressing concern about what they see as intimidatory land management where another pattern of ancient roads between shooting areas is under claim.

Incidentally, landowners have twice laid complaints about motorcycle trail riders using the claimed ancient highways on Wolsingham Common. In one case the Chief Prosecuting Solicitor of County Durham looked at the map evidence and immediately declined to proceed further. In the other case, the then-new Crown Prosecution Service persisted with a prosecution despite prior disclosure of largely similar evidence. The justices acquitted the accused motorcyclists, awarding substantial costs against the C.P.S.

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## NOTICE BOARD

### TEESSIDE & NORTH YORKS GROUP AGM

18th November 1998 at 8.30 p.m.  
Blacksmith Arms, Swainby.  
Please could everyone attend.

The detail of the two riders & the signpost in the bottom right hand corner of the "Caring for Green Lanes" leaflet has been copied and is available in

### LASER CUT OUTLINE

at a very reasonable cost. It measures 10" x 12" and looks good on my camper van!

Any colour, any size (but size change costs more) I've had lots of good comments since fixing mine!

Details from Colin Patient.

## AGM

31st OCTOBER

CROWS NEST SUITE

NATIONAL MOTORCYCLE MUSEUM

**BBC CHILDREN IN NEED RIDEOUT '98**



SUNDAY 18<sup>TH</sup> OCTOBER

Meet at Moot Hall, Keswick at 9.00 a.m.

Set off at 10 a.m. 'ish to Devil's Bridge, Kirkby Lonsdale, on to Brough, Middleton-in-Teesdale, Alston and return via the Hartside Cafe and Penrith.

Sponsorship forms available from Tony & Sue Stephenson Tel: 017687 72864, Steve Palmer Tel: 01900 604030 or Andrew Barron Tel: 017687 75907 (TRF member).

Any type of bike can go.

NB All motorcyclists take part at their own risk.



## • DISPLAY EQUIPMENT CO-ORDINATOR •

At the Executive Meeting prior to the 1994 AGMI was given the responsibility for selecting and purchasing two sets of Display Panels which could be used individually by Groups for regional events and combined to form a large display at major events such as the BMF Rally. The Nimlock equipment selected was put on display at the 1994 AGM.

For the past four years I have operated a display equipment "library service", sending out ready-to-use panels dressed with photographs, header boards, maps and other material, so that Groups could mount a high quality display without having to originate any more material than they wished.

The number of regional events serviced in this way has averaged around 12 per year, and the material used on the panels has been regularly updated.

As forecast in the concluding paragraph of my 1997 Annual Report (see TRAIL No. 233 pages 9 - 10), I wish to stand down after four years as co-ordinator, and in order to ensure continuity I would be pleased to discuss the operation of this service with anyone who is interested in taking over for 1999. The post involves liaison with the national PRO and provides direct contact with groups around the country, in addition to designing the TRF stand for the BMF Rally. Our stand at the 1998 event was placed 5th overall by the judges at this vast and prestigious show - we have climbed progressively higher each year whilst operating on a very low budget, which has been satisfying for everyone involved.

Members considering the post should ideally operate in shop, factory or warehouse environment where banding of the cartons and despatch by road carrier can be accommodated. Dry storage of the panels is essential, and the space required for storage of the panels, poles, banners and related equipment is considerable. Apart from sending the panels out (easy) and getting them all back in time for the next booking (sometimes difficult), it is necessary to inspect, clean and re-pack all the units, applying different material as required.

Selection of photographs and arranging for enlargement, printing & encapsulation and co-ordination of the origination of artwork for header panels, banners and so on adds a creative element to the task.

The Nimlock panels selected have proved to be well suited to our requirements and are in good condition after four seasons and much handling, so the Display Equipment project is ready to be handed over as a going concern.

*Jeff Ward*

## COWS ON THE LOOSE

I started work at fifteen as a motor body builder. At the last of three firms I have worked for I was made redundant owing to the fall in orders. That was May 1997. After doing odd jobs here and there I was lucky to get a job helping to build furniture: large oak tables in lots of up to twenty, yew dressers, chestnut cabinets - all good gear and lovely to work on.

The place where I work is situated out in the country, four miles from Tiverton and on really wet days I take the car. On 11th June I decided to ride the XT. About one and a half miles out of town a farmer has been moving his cows at about the same time every morning into a field on the brow of a hill and I thought he had already been and gone... until I rounded the next right hand bend, wrong again...

The first thing I saw was a car, then the farmer stood talking to the driver, while his cows, shielded by a length of binder cord, made their way through a gate. The road was wet and slimy, the result of previous stock movement. The back brake went on and, as expected, the rear went to the left and I was left with a split-second decision. Hit the car, the hedge, or the cows and possibly the farmer? (You're ahead of me) The brake came off to straighten the bike, then on again when I aimed for the hedge.

Well, I managed to get it between the hedge and the car, but not until I had smashed my right knee through his nearside light cluster and my throttle side of the bars, plus my right arm, through the rear screen.


The bike came off best of all: dented tank and broken under-bar mirror. (at last! typist's comment) After the car driver had phoned for the police and ambulance, the farmer went back down the road to slow the traffic - a bit like closing the stable door after the horse has gone.

Believe it or not, I didn't break any bones, but I have one hell of a bruised area - shin, knee and pelvis and the pain is just about bearable. My speed, for those who don't know me, was about right for the conditions, about thirty-five m.p.h. If only the farmer had used his brain.

We were taking out a group of old friends from Devon this weekend, but sorry folks...

*Martin Troake,*

*The Memory Man, West Somerset TRF*



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## CASTLES, MOTORBIKES, MEPs & TARTES FLAMBEES

Seven Members of the European Parliament (MEPs) and seventeen fonctionnaires, staff and press officers joined FFMC 67 and FEMA members for a fun motorcycle ride at the June Parliamentary session last week in Strasbourg.

Five of the MEPs, along with eleven staff members, themselves rode motorcycles supplied by seven local dealers.

On the doorstep of Parliament's main entrance the President of the European Parliament Mr. Jose Maria Gil-Robles of Spain told the riders that MEPs appreciated their efforts in influencing EU institutions and urged them to continue, before wishing everyone a safe ride out. Simon Milward said that 10 years ago the European Riders' Rights Movement was formed at this very spot, at the first Euro Demo on June 25th 1998, but on the road outside the security area. In the ten years bikers had won their major victories through the democratic process, and now MEPs were with us on bikes too.

The cavalcade of one hundred and twenty bikes rode 50km to Mount St. Odile, a 7th century castle turned monastery 760m high in the Boss mountains overlooking the plain of Alsace. This was part of the former Austro-Hungarian empire of the Habsburgs, so it was fitting that current Austrian MEP Karl Habsburg-Lothringen rode a Harley Davidson Heritage Softail. He committed himself to helping MAG Austria and FEMA in future motorcycle campaigns.

A short while later the riders were met by the Mayor of the village of Andlau on the wine route at the foot of the mountains. After drinks and *tartes flambées*, kindly sponsored by Harley Davidson, the entourage headed back for Strasbourg arriving at midnight. On a bike for the first time in twenty years was Ian White MEP, who after some lessons felt confident enough to take out a Suzuki GN125.

FEMA would like to sincerely thank other supporters: Hein Gericke, which had supplied over 20 new waterproof suits which, thankfully, were not needed; the Mayors of Strasbourg and Andlau; the Council of Europe and the European Parliament; the local and foreign riders present; Shoei helmets; Moto Club d'Andlau and especially FFMC 67 for its fine work. Local dealers which had freely supplied the 17 bikes which were ridden by Parliamentarians were ACTE 3 (Suzuki), BS Motos (BMW), ETS Schumpp (Honda), Kit moto (Aprilia and Kawasaki), Milwaukee Twin (HD and Buell), Motos Sohn (Yamaha) and Triumph France. Espace Peugeot brought two electric scooters which attracted quite some interest.

There was more support from Parliamentarians this year than in 1997 even with seven late cancellations by MEPs. But still a move to Wednesday from Thursday may be considered for possible future rides to attract more MEPs. Furthermore with the European Parliament elections taking place in June 1999, the month may have to be changed to September in order to give any new MEPs the chance to participate, even though the evening will be darker earlier.

## THE ANSWER TO FRED'S PROBLEM?

### ANOTHER SOLUTION

Place a short plank so that it leads up to the angled wheel slot. Place tie downs conveniently close to the rack. Push the bike up the ramp so that the front wheel rolls into the slot (you have to do the front wheel first as the bike needs to pivot about the steering head and the front wheel axle, this allows articulation in two dimensions.) You will also get a small amount of articulation where the wheel fits into the slot, allowing you to lean the bike over in the third dimension (but watch out for your wheel bearings and buckled wheels!!!). Remove the plank. Lift the back wheel into the slot that is conveniently placed for the back wheel. Secure the bike to the rack and vehicle using the conveniently placed tie downs. Attach a lighting board so that you don't fall foul of the law (your registration number and rear lights need to be clearly visible without obstruction). Place plank in car.

I used this technique with success for about ten years on my saloon car (only very rarely was the rack 2 feet off the ground).

If lifting your rear wheel 2 feet is still a problem, here are some more tips.

- reverse your car up to a high kerb
- reverse your car up to a slope or bank
- buy a lower car
- buy a lighter motorbike
- sell the motorbike and buy a mountain bike (like I did after the accident)
- bunny hop your bike into the rack (you will need to exercise considerable care with this one).

### THE FINAL SOLUTION

Quite often the difficult part of lifting the bike's back wheel into its slot is that you have to lift the bike from your midriff area through your chest area to head height. This is not using your strongest muscles and also is at a transitional stage between a pull lift and a press lift (difficult!). Your legs are probably your strongest muscles, so it would be a good idea if you could use these mainly.

Here is a lift you could try, I have not tried it so it may be a load of rubbish!

Having rolled your front wheel into its slot (as described above) stand at the side of your back wheel and face towards the front of the bike. Bend your knees and keep a straight back. Get a good grip of the swinging arm with the hand that is nearest to it (this will be the hand that is lifting the weight), make sure it is as near to the rear of the bike as is safe (remember long levers make lifting easier). Use your other hand to hold on to the frame or rear mudguard, this is just to steady the bike. Allow the bike to lean a little on your arm or shoulder. Straighten your legs and you will be lifting the bike (remembering to keep your back straight). Place the rear wheel into its slot. Secure the bike, etc.

Alternatively if you have to get the rear wheel into its slot using the "top of the bike", try using very high platform boots or short stilts (18 to 24 inch stacks should do the job).

Best Wishes, Mark Gamble

\*A big thankyou to everyone for their help on this one - Ed.



## It's All Greek To Me

see  
front  
cover  
piccy

Thassos is the most northerly of all the Greek Islands and although it has no airport it is only a short ferry ride from the local mainland airport. The island enjoys the usual Greek summer weather and away from the excellent coastal tarmac road it is absolutely full of gravel type trails which can be ridden for hours on end, even two up, without ever coming across tarmac.

In most resorts there is a wide choice of 200/250 trail bikes - DT, TW, XT, XR, DR, KMX, etc. take your pick. I had a one year old XR250 for £8 a day and it came with electric start, indicators, "two mirrors" and an electrical digital speedo with trips, timers and more buttons than it was safe to press when riding!

In addition to the usual Greek holiday riding gear the 40°C temperatures required additional personal protection - sunglasses and lashings of Factor 12 on any exposed bits. Suitably attired I installed "her indoors" on the pillion and off we went with her within easy reach of the ultimate anatomical speed control to regulate progress.

The available maps of the island are only any use to navigate the tarmac roads around the coast and the odd road heading inland. However, the trails can be easily picked up from the tarmac roads but once off tarmac the junctions are either without road signs at all or, even when there are some hand carved wood ones, they never match the number of trails leaving the junction and the Greek spellings do not always match the place names shown on the map. Definitely all Greek!

"Do not be put off" we said to ourselves and we continued to roam around enjoying the really easy trails (definitely 2nd division, non damaging, no bogs, no rock steps, no terror, just pure easy riding fun, even two up. Just what Ted Scott and most of us enjoy - see Letters in TRAIL August 1998).

The scenery is absolutely stunning and the warm air is full of the scent of pine trees and honey from the numerous beehives found at the trail side. You are never far away from some civilisation and a welcoming taverna for lunch or a deserted beach for a cooling dip - definitely cleaner than a Foxup Moor bog!

After two long days we were both fully paid up members of the John Wayne Funny Walk Fan Club but with many memories of two of the best days trail riding ever. Definitely to be recommended.

*Richard "2 mirrors" Illingworth, Teeside & North Yorkshire*

## BELTS & BRACES

Sunday 24th May, 17:00. Having had an excellent day's trail riding with the Thames Valley Group from Basingstoke to Marlborough and back covering nearly 200 miles I find myself wondering as I load my DR350 on to my two bike trailer "Why am I the last to leave the car park and why do I tie my bike down with 5 straps, 2 on each side of the handlebars, one on each side of the frame by the footpegs and another completely round the rear wheel and tyre?" This must be the belt and braces approach, better to be safe than sorry.

I mean most others just seem to leave with just 2 straps holding the front down and just one round the back wheel (except Julian who bolts his bike to the trailer using some sort of Dexion/Mechano arrangement!) and drive off into the sunset. OK, so you load up the bike and as you go round the first corner you see it in your rear view mirror leaning over precariously to one side... No, belt and braces, tie it on as hard as possible and pull the front down until the forks bend and the oil seals pop out! Well, until it hardly moves any more.

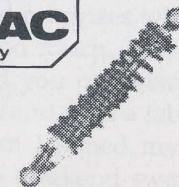
Off I go back to where I live near Brands Hatch in Kent, onto the M3 then the M25. Towing with a Vauxhall Omega 2.5 estate car is easy. But as I drive home in the

middle lane doing 60mph overtaking a lot of Sunday drivers: suddenly I see a wheel bouncing over the central reservation from the other carriageway coming towards me in slow motion! It bounces once in front of me then disappears momentarily from view; just a nanosecond to think "that was close" when it suddenly reappears coming down onto the drivers side wing mirror smashing it, the 2 offside doors and rear quarter panel before cannoning into the trailer, turning it and the bike on it's side! It continued on past smashing into the front of the following car.

Dragging a DR350 and bike trailer on it's side down the M25 makes an awful lot of noise; in my rear view mirror I can see the offside trailer wheel spinning in the air as I pulled over to the hard shoulder in a controlled manner, braking gently and just praying that both bike



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and trailer stay attached to my car. My luck was in... no that can't be right... things did not get any worse! The trailer managed to stay attached to the car and as I got out I looked at my baby (only 800 miles on the clock!) and surveyed the damage. Before I could offer first aid to my ailing DR, I ran over to the other car that was hit to make sure none of the people in it had been hurt, instructed them to call the Police on the emergency phone which happened to be next to them and then went to help my poor bike.

The belt and braces approach had made sure that the bike was still on the trailer; I undid all the straps and pulled the bike up and parked it next to my car before righting the trailer. The damage was remarkably light: scuffed front fender, scuffed Acerbis dual headlamp, Renthal Gold bars, hand-grip and Polisport protector ground away at the end, small dent in petrol tank and both left indicators destroyed. The trailer suffered with damage to the near side, front mounting point, part of the metal mudguard ground away and the tow hitch twisted.

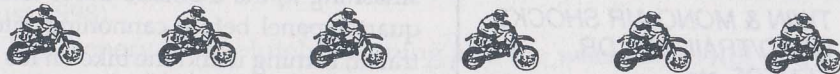
At this point the Police arrived, took statements and said the incident had been caught on camera (see me on Police, Camera, Action!!) and they had a good chance of catching the offending vehicle which had not stopped and was still travelling in the opposite direction. One of them helped me load the bike back on to the other side of the trailer (just as well it was a 2 bike trailer) and for the second time that afternoon I strapped the bike on in the same manner with 5 straps.

Now I know why I am always the last to leave and why I always strap the bike on tightly.

Cost for a day's trail riding;

Car approx	£800
Bike	£100
Trailer	£50
Straps	£10
Fuel	£6
Lunch	£10
<b>TOTAL</b>	<b>£976</b>

*Don Hoaglin, Thames Valley Group Rep.*



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

Keep a length of plastic tubing inside your handlebars in case a fellow rider runs out of petrol

## The 2nd Division

### DIVISION 2

Just a quick note to say how much I empathise with Ted Scott and his notion of Division 2 Trail Riders.

Count me in! I ride mainly the RuPPs and County Class 5 Roads in my own Parish with a few forays beyond. I do this to ensure that at least one rider will have ridden them and also to help improve my own throttle and brake control on a motorcycle.

Okay Ted, let us see who else will join the 2nd Division.

*Reg Eyre, Cheltenham*

### MORE SUPPORT FOR THE SECOND DIVISION

I want to sign up as a member of the 2nd Division. My Testosterone level is much lower than it was, not quite to the level requiring Viagra enhancement!. I no longer wish to leap tall buildings with a single bound or to cross mighty rivers, I am quite happy to leave that to the young and fearless.

As a wrinkly ex-hooligan and someone recently returned to motorcycling, both road and trail, I would like to endorse Ted Scotts' views, August TRAIL.

I know several returnees who went trail riding once and gave it up because they found it all too much. I was lucky being gently reintroduced to the best pastime ever, I told you my testosterone levels were low! I was taken out on a couple of easy runs and then a fabulous trip to Italy to complete the Stella Alpina Rally. On my return I joined my local branch of the TRF and brimming with confidence joined a weekend swamp and bog crossing day out. I paddled along ruts so deep I was continually getting jammed in them, water so deep as to destroy engine, carb, wheelbearings, etc. should anyone be so foolish as to stall or fall off. I did both several times. This was not fun. I found it physically impossible to continue by shortly after lunch. Fortunately time heals and I have been out since and each time I improve a little and the bike becomes lighter as various bits get rubbed off like mirrors, indicators, bits of trim, etc.

Now I come back to Ted. Great idea to have a 2nd Division. I enjoy trail riding. I don't enjoy slogging through deep mud or bottomless rivers, climbing vertical rocks or negotiating slimy moss covered descents. I am very happy to leave the brave riding to the brave. Maybe when I have been on the trail riding scene for a couple of more years I will have regained enough of my old skills to become brave once more. Until then please be gentle with me and Ted I am sure there are more like us.

*George Bryant, West Sussex*



## THE STORY OF MY KLX300

### THE STORY OF MY KLX300

It all started when a friend of mine bought a new KLX300. He had a 250 before that which he liked although it was really a stop gap to his next bike, an XR400. A local bike dealer not far from where I live suddenly got in a KLX300 which was a surprise because he isn't a Kwacka dealer and doesn't usually get trail type bikes in.

I had a KTM300 at the time. It was only two years old but had been used by an expert for two years so it wasn't the most pleasing bike to look at, i.e. the plastics were all scratched and marked where it had been down on the deck, etc. Mind you, I did my own share of dropping the bike on the floor on numerous occasions and I don't mind admitting to falling off quite a lot lately. Anyway I'd better not mention that too much!

I soon get fed up with my bikes, I've had well over 50 in the last eight years. The KTM had a great engine, enough power for anybody to have fun on and it produced lots of bottom end torque for getting up any hill you could throw at it. The suspension was very good as well, but the problem was on the road the bike wouldn't run smoothly and having to carry two stroke oil was always a pain. My KTM only had a small tank as well. Consequently I decided to sell the KTM and buy the KLX300. I had never had a new bike before so after I had persuaded my wife to spend the extra money I bought the KLX. It is a very light bike weighing in at only 105kg dry weight - that's lighter than most trail bikes and it's lighter than a lot of competition bikes as well.

Anyway enough of my rambling on, we can now get to the interesting part.

After owning the bike for a couple of months, another friend of mine had read somewhere that KLX had a problem with the kickstart mechanism as, to my horror, I was soon to find out. We had decided to go on a local evening run and all was going fine until we got to the petrol station. I fuelled up then went to start my bike. As I kicked it over I heard a terrible metal against metal bang. The kickstart had locked up and it wouldn't go down any more. After getting the bike home I stripped the outer clutch cover off (which is a really great idea as it saves having to take the whole side case off). After taking the clutch basket out, I could see that the kickstart idle cog had lost a few of its teeth and on further inspection the shaft that the idle gear ran on had snapped. The shaft that had broken was the main output shaft that ran through the engine and ended with the drive sprocket on it. After ringing Kawasaki UK, who were no help because the bike was an import, (before anybody writes in and says you can't blame Kawasaki, neither do I), I managed to get hold of the parts at a cost of £137. The dealer that sold me the bike

is trying to get my money back for the parts from the Kawasaki agent he got the bike from in Europe.

In the meantime somebody had spotted an article in an American dirt bike magazine regarding the very same problem I had encountered. According to a company called Stroker Racing the idle cog was made so hard that it became brittle. They actually race KLXs so they seem to know what they're talking about. The only problem they've had with the KLX300 is the idle cog failing when the bikes are started. They have had their own idle gear made and according to them it is less brittle and has a bigger surface area sitting on the shaft than the Kawasaki part. They said that since using their part they haven't had a failure in the kickstart department. Needless to say I ordered the part and this, along with a set of heavy duty fork springs, duly arrived two weeks later with a bill from the Customs and Excise people (that was a shock). At the time of writing this article I haven't fitted the parts yet as I have just finished a weekend trail riding in the Scottish Borders. I will update you all when I've fitted the parts and had a chance to test them.

So, if you own a KLX300 I would kick it over very gently if I were you. The best way I've found is to go through the normal routine but when you bring the kickstart up just bring it halfway. Just kicking it from halfway usually starts OK and you're not putting as much pressure on the mechanism. My mate with his 300 does this and it works. Great, happy riding to you all.

Sumo


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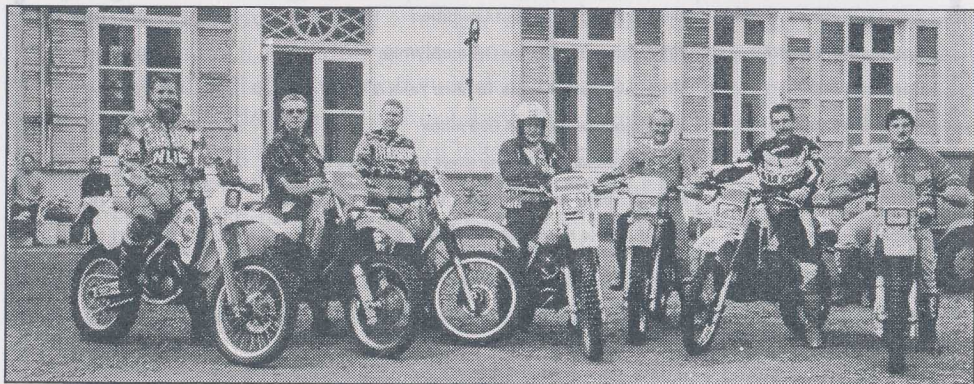


Last year, the boys from the South West Wales Group, having ridden a few local trails, decided to conquer the world. They would go to France for a week but, on telling their wives, they were all told "No ...unless we go too". So that is how it came about last September that 7 bikes, 5 cars, 3 trailers, 7 men, 6 women, 6 children and 1 eight week old baby arrived in the courtyard of Le Château Blanc in the tiny village of Thumeries near Lille in Northern France. Le Château is a 16th Century building, a little run down but beautiful all the same, painted white - hence it's name - and surrounded by a moat. There is a round tower with a spiral staircase and round rooms, of which I stayed in one for the week. I am sure there is the proverbial ghost but I didn't investigate that! Le Château is privately owned but, through the contacts of one of our members, our stay had been arranged.

So, during the week, the boys took to the trails, whilst we women took custody of the credit cards and toured the local sights and shops! In the evening we would meet up and tell of our day. The trail riding was very different to that of Wales - dry and flat. Not being familiar to the area, the boys found it a little frustrating at times negotiating the routes and the trails were declared on the easy side - but on the whole there were enough muddy patches and ditches to satisfy the most adventurous rider. The locals were found to be friendly and helpful, suggesting nice little cafés for the lunch time stop and no opposition was met whilst riding on any of the trails. The riding consisted mainly of forested area with the trails being the fire breaks with several miles of interconnecting tarmac road - this was found to be a little frustrating too. All the boys declared the trail riding interesting mainly because it was a different area and country to what they were used to.

The trip was declared to be a success and most of us decided that we would do it again. The boys were happy with the trail riding and how their bikes performed - luck was with us and no-one suffered any serious mishap - the children were happy as we took one day out to go to Disneyland Paris and the women were happy with their purchases - I had a nice jacket, pair of boots... Oh, and one last thing, my husband was the happiest of all as he found cheap fully synthetic oil for his bike!!!!

*Heather Rowntree...wife to Mark Rowntree...Secretary, South West Wales Group*



## A WAYFARER'S THOUGHTS

After many years trail riding I should be getting bored shouldn't I? Not a bit of it!

The fact is this pastime has so much to offer. When I started I was just interested in bikes and riding off tarmac but, over the years, my interests have changed (mellowed?). Now I have developed an interest in the history of roads and travel. In these days of having to be at a certain place by a certain time, it is refreshing to enjoy the countryside without having a strict itinerary. I came across two poems in a book called 'The Wayfarer's Journal'\* which unites all travellers and lovers of our heritage.

You may walk (ride) that way a hundred times  
And then, in a certain light and at the right season,  
Say when the smallest shoots best show the shaping of the soil,  
Like some close-fitting coat.  
Then you may see the line across that lonely field  
And, looking where the road once went,  
You see the Roman might,  
Just like a blaze of distant light.  
And brighter still for all the dark between.

*Bernard Berry*

Does the road wind up hill all the way?  
Yes to the very end.  
Will the day's journey take the whole long day?  
From morn to night my friend.

But is there for the night a resting place?  
A roof for when the slow dark hours begin  
May not the darkness hide it from my face  
You cannot miss that inn.

Shall I meet the other wayfarers at night?  
Those who have gone before  
Then must I knock, or call when just in sight?  
They will not keep you standing at that door.

Shall I find comfort, travel-sore and weak?  
Of labour you shall find the sum.  
Will there be beds for me and all who seek?  
Yea, beds for all who come.

*Christina Rossetti*

Here's to all the wonderful people I have met and ridden with and to all those yet to come.

*Rodger Davies, Lancashire TRF*

\*'The Wayfarers Journal: A Pilgrimage Through The English Countryside'  
Lloyd and Sellars ISBN 0-86350-431-0



## Spanish Spills and Thrills

The photograph below was taken on our first day in the Picos Mountains with George and Rose Cherry of Moto-Tours. George obviously spotted my leadership talents and riding abilities and allowed me to take the run when moving our base on the third day whilst he drove the van. En route I had a minor tumble, more damage to pride than bike or body I'm pleased to say, but it did leave me a little stiff. This is where George promptly produced a mountain bike from his travelling toy box and a quick spin each day stopped me from seizing up.

Thanks from us all for a great time, on and off the bikes! I enjoyed it so much I've decided to open my doors to fellow TRFers who want to have a weekend tour of the Yorkshire Dales, a little cooler perhaps, but some pretty good scenery and trails. If you are interested give me a call on Richmond 01748 812282 (see classified ads.).

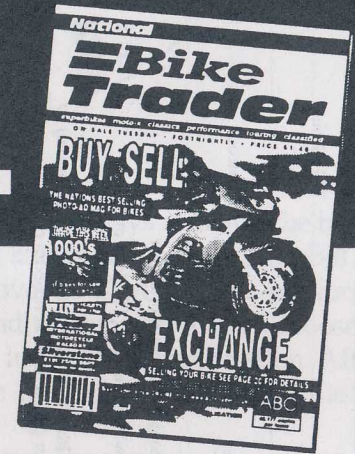
*Roy D. Taylor*



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## 5 DAYS, 4 NIGHTS, 10 COUNTIES

When my friend Clive suggested we have a few days away on the bikes, I needed no second bidding. We decided to go and inflict ourselves on Bill and Christine Spooncer in Wiltshire and then go over to Clive's sisters in Norfolk. Digging my trusty XT600 out of the garage and donning "Cool as a Moose" T-shirts, we headed South towards the A49 and lunch at Church Stretton. After a token few trails around the long Mynd, we headed South-ish and East-ish through the Cotswolds to Wiltshire.

It's always a tonic to visit Bill and Christine Spooncer in Wroughton and renew old acquaintances over an excellent dinner (who says trail riders can't be great cooks?). We had the opportunity to watch badgers eating French bread and peanut butter in the garden while we finished off the wine as well!

Next morning while Clive and Christine went bird watching, Bill and I went for a morning's trail riding. What a sense of timelessness you get riding along a tunnel of May blossom, past long barrows and earthworks. In the afternoon we did the tourist bit around Avebury and held hands - in a sensitive and caring male / male / female bonding way, around the centre stone of the Sanctuary. We must have done a good job in invoking old Gods since it resulted in torrential rain!

Next day we rode over to Castle Rising in Norfolk to visit Clive's delinquent sister, via some incredibly beautiful villages in North Northants, not a stone's throw from the Blue Boar Services. Whilst in Norfolk, I took the opportunity to ride the Peddars Way past the spectacular Castle Acre to see the guys at the Container Company. This is well worth a visit if you want to see (and test) the very latest in trail machinery. I was very impressed with their friendly and business like approach. I had lunch in the "Lord Nelson" in Burnham Thorpe. This is the pub where Nelson held his leaving party on gaining his first big commission. A pint of "Nelson's Revenge" and a soup and a sandwich later, I bought a local map of the seven Burnhams and spent a wet and solitary afternoon riding the local lanes before returning along the coast road to Castle Rising and another fine dinner.

On leaving Norfolk, I went home to Lancashire via Derbyshire and a few more trails. Final mileage 857. Verdict? Don't we live in a beautiful country, full



of contrasts, yet each area attractive in it's own way. Oh! and isn't a trail bike a great way to explore and discover Britain, on and off tarmac.

Rodger Davies, Lancashire TRF

## REASSURANCE

I'm glad the TRF is carrying on the great tradition of defending it's members. The Buxton case and the Cumbria case (August issue) deserve congratulations all round. It's also a good idea to pay for a legal opinion to see if we could be prosecuted for riding RuPPs. In my opinion after 30 years rights of way work, including 15 years as the TRF's first Rights of Way Officer and 10 years as County Council Rights of Way Officer, you should be safe. The offence refers to footpaths, bridleway and open land, NOT RuPPs. Though RuPPs are not conclusive carriageways (unlike Byways), I don't see the CPS wanting to risk losing for a minor offence. All RuPPs should have been reclassified in 1971 and it's not the riders fault, many still exist. There has never been a prosecution for a motor vehicle on a RuPP.

The DoT / DoE recommendation to seek a local management solution to green lane problems is a big plus for the TRF. There isn't going to be a blanket ban, as the GLEAM and others campaign for. So the 6000 mile network is safe! though you are bound to see some losses like Sarn Helen, but only a few.

I'm sorry I have to disagree with Paul Atherton's letter re Horton Parish Council in the Dales. I have a relative in Horton-in-Ribblesdale. I spent a recent Sunday there and at least half of the "one motorcycle per minute" was excessively noisy and breaking the speed limit. They were NOT trail bikes, but road bikes, mostly big fours with non standard exhausts. Sitting out in the cottage garden was no fun! The same problem exists on the Cat & Fiddle Pass, the A686 Hexham to Alston road, the Kings Lynn to Cromer road and lots of other bikers roads on summer weekends.

Most residents on or near these roads are fed up with the constant roar of big 4-cylinder bikes up and down. They too think "Motorcycles are a pest" like Mrs. Fenton of Horton. Not surprising therefore that public opinion in some

areas is very anti-bikers and trail riders get blamed too!). There cannot be any excuse in 1998 for some bikes to be so noisy. The technology is surely there. The will is another matter!

Brian Thompson

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