

GROUPS

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

BLACK COUNTRY Nick Hammond, Tel: 01384 221520
1 & 3 Tues, 9pm, The Mitre, Church Road, Bradmore, Wolverhampton

BRISTOL Jon Black, Tel: 01179 535040
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 400937
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 YORKSHIRE
Howard Wadsworth, Tel: 01405 860904
1st Tues, Boot & Shoe, Gowdall, Nr. Snaith

ESSEX
John Lay, Tel: 01206 263912, Mobile: 0831 886032
2nd Wed, The Swan Public House, Great Eastern, Nr. Dunmow

EXMOOR Ron Rickarby, Tel: 01271 326653
2nd Wed, The Hartnoll Hotel, Bolham, A396 1 mile north of Tiverton

GLOUCESTER Wayne Little, Tel: 01452 611735
1st Wed, The Winget Social Club, Tuffley Avenue, 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, Hindhead 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, 7pm, Just Harleys, Sandyford, Newcastle-upon-Tyne

NORTH WALES John Mills, Tel: 01477 534425
1st Wed, Hope & Anchor, Ewloe Place, Buckley

OXFORDSHIRE Kevin Lindsey, Tel: 01993 841179
3rd Thurs, The Red Lion, 127 Cassington Road, Yarnton

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 Steve Hounsell, Tel: 01460 66452
Last Thurs, The Bell Hotel, Currey Rivel, Nr. Taunton

SOUTHERN Russ McDermid, Tel: 01703 812371
3rd Tues, The Phoenix, Tovyford, 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
Mark Bieganski, Tel: 01904 656469
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 Colin Bott, Tel: 01386 834105
1st & 3rd Thurs, Wilmcote Mens Club, Stratford on Avon

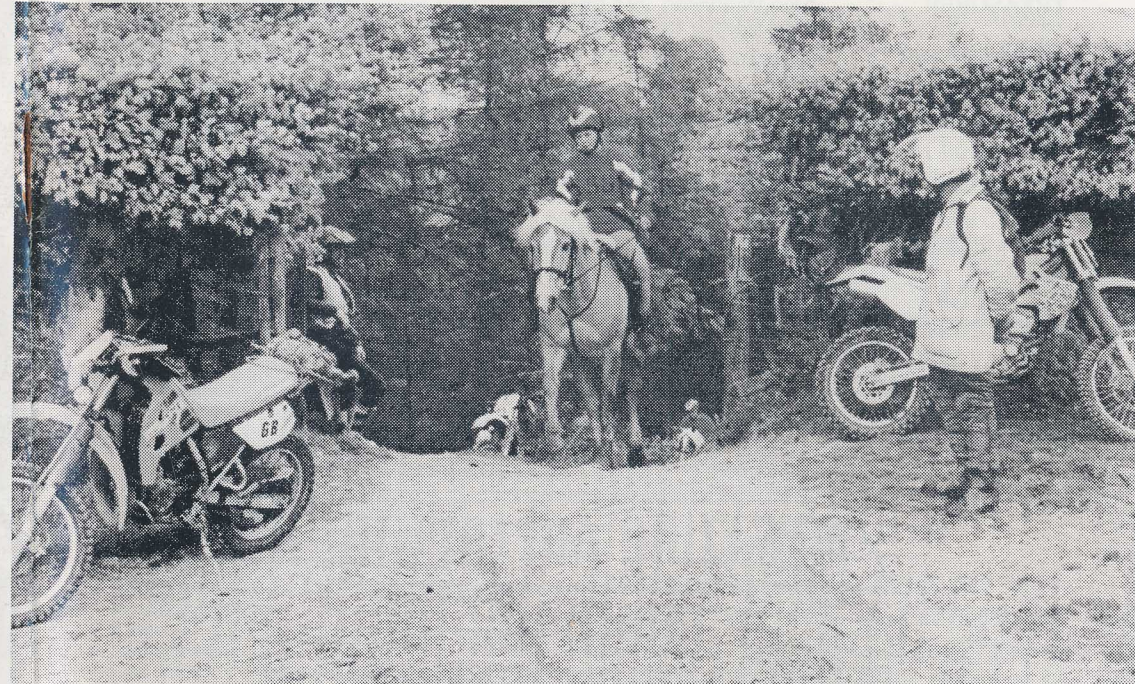
WEST YORKSHIRE Gordon Carr, Tel: 01729 830569
1st & 3rd Thurs, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford

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

WORCESTERSHIRE David Gunster, Tel: 01905 616400
3rd Tuesday, The Fox at Bransford, Worcs.



Patron: Lord Strathcarron



Curly Hunt & Tony Stuart as TRF Gatekeepers at Golden Horseshoe on Exmoor. Photo sent in by Tony Stuart.

CONTENTS

Editor	3	Picos de Europa - part 2	9
Notice Board	4	Red Squirrel Run	14
2 Days Trail Riding in N. Wales	5	Behind the Scenes	15
TRF Mobile Exhibition Unit	7	Motorcycle Shows 1998	17
Foulness Island Run	8	Letters	19

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

TRF OFFICERS

- CHAIRMAN** David Giles, 22 Ford Lane, Allestree, Derby, DE22 2EW.
Tel: 01332 552288. E-Mail: davidgiles@dlgtraining.freeseerve.co.uk
- PUBLIC REL. OFFICER** Mark Holland, Corn Farm, Devauden, Chepstow, Monmouthshire,
(Gwent), NP6 6NS. Tel: 01291 650240 (Weekends only).
- MEMBERSHIP SEC.**..... John Pritchard, 8 Chantry Close, Bishop's Stortford, Herts., CM23 2SN.
Tel: 01279 505343, Fax: 01279 501599, Mobile: 0385 373758,
E-Mail: johnpritch@aol.com
- SECRETARY** Karen Wilson, 60 Nottingham Road, Trowell, Notts., NG9 3PJ.
Tel: 0115 930 0414.
- 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
- DEPUTY EDITOR**..... Christine Higham, Bradmore, Whalley Road, Pendleton, Clitheroe,
Lancs. BB7 1PP. Tel: 01200 424947.
- RoW OFFICER**..... Richard Marshall, 1 Burlington Close, Breaston, Derby, DE7 3UB.
Tel: 01332 873416.
- BMF LIAISON OFFICER**..... Derrick Collins, 11 Grangewood Road, Wollaton, Nottingham, Notts.
NG8 2SJ. Tel: 0115 928 2806.
- 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.

TRF Website <http://www.trf.freeuk.com>

MAGAZINE ADVERTISING

DISPLAY ADS:

For Advertising Rates please contact Aelwood Finch:
8 Hallowell Down, South Woodham, Ferrers, Chelmsford, Essex, CM3 5FS.
Telephone: 01245 329118, Mobile: 0374 471251.

MEMBERS CLASSIFIED ADS:

3 lines - FREE OF CHARGE Enclose membership number
All Commercial advertising to be paid for - £1 per line, £5 minimum.
Please send all classifieds with payment if applicable to: THE EDITOR

Copyright: All material published in TRAIL is the copyright of the TRF.
Use may be freely made of it without prior permission on condition that any material used is credited
"reproduced by permission of TRAIL, the National Bulletin of the Trail Riders Fellowship".

The views expressed in 'Trail' are those of its correspondents and not necessarily of the editor or the T.R.F.

EDITORS

Anyone out there who thinks that £20 a year for TRF membership is a lot must be absolutely barking mad. It's got to be the best £20 you every spent. Any problem with the authorities or the law on a lane with evidence and you get substantial backing (but not if you join after the event), a local group willing to help with rights of way problems and most other things as well. And if that isn't enough might I suggest you have a look at the back page of your bulletin - all those counties/areas are there waiting to be ridden and a couple of phone calls can make it happen.

Half a dozen of us from the Ribble Valley Group have just been to Cornwall and Devon for four days riding - absolutely magnificent - superb green lanes and hospitality you wouldn't believe. We can't thank Tony Stuart and friends Les and Des in Cornwall and Adrian and Dave from Devon enough. They each took us out for two day's riding, helped us with accomodation and all because we're in the TRF.

It's very interesting that Devon have most of their green lanes sign posted as un-metalled roads. Perhaps they are keener than some counties to preserve their heritage which also happens to be a wonderful amenity for walkers, cyclists, motor cyclists and horse riders, etc. Oh and so few gates.

What a Fellowship! That's value for money if ever I saw it - and just when I was beginning to lose faith in human nature. Thanks again chaps.



P.S. I'm still trying to work out how Tony got lost with two compasses, more maps than Captain Cook and a satellite navigation system (even if it was only for a few minutes!!)

HONDA CRM250

We are the UK's only Specialist Honda CRM Dealer

•Honda CRM250AR (Active Radical) £3,995•

'The best Trail Bike to come out of Japan'

Quality Used Honda CRM's always in stock
CRM Mk1 fr. £1495 CRM Mk2 fr. £1795 CRM Mk3 fr. £2495
Used CRM's always wanted

All bikes are road legal, fully serviced and covered by our
No Quibble Warranty. We always have CRM Demo Bikes available
for Test Rides including the AR.

Please give us a call to arrange a no obligation Test Ride.

Awesome Range of CRM Accessories

- Alloy/Stainless Bash Plates
- Frame Guards
- Rear Racks
- Standard & Two Colour Seat Covers
- Mugen CRM Tuning Parts
- Alloy Oval Silencers
- Disc Guards
- Bark Busters
- Performance Front Pipes
- Extra Wide Footrest
- Replacement Plastics & Decals
- Braided Steel Brake Hoses
- Full Range of Trail Riding Accessories

Full Range of Honda CRM spares always in stock.
Mail Order no problem. Any technical Queries?
- Give us a call - "we all ride CRMs".

For more details or a copy of our FREE
CRM Spares & Accessories Price list

Phone or Fax **0115 973 2466**

Leisure Trail UK Independent Importers of
Japanese Trail Bikes and
Honda CRM Parts Specialists
Oakleys Yard, Beech Ave., Long Eaton, Nottingham

NOTICE BOARD

TEESSIDE RoW OFFICER
Leo Crone has moved. His new address and telephone number are: 4 Saltersgate Road, Darlington, DL1 3DX.
Tel: 01325 258252

OFF TO THE PICOS AGAIN
Catching the Portsmouth Ferry at 20:00 on 2/10/99. Arrive Bilbao 08:00 on 4/10/99. We will be there until Monday 10/10/99
If anybody should be interested please phone Vic Price on 01380 724651.

TRF MEMBERSHIP SECRETARY
John Pritchard has changed his E-mail address to johnpric@aol.com

Penrith Motorcycles

MOTORCYCLE TRAIL STOCK

Yamaha TTR250 (elec. start) £2295
Yamaha TTR250 (elec. start) £2195
Yamaha TTR250 Raid (elec. start) £2295
Yamaha TTR250 Raid (elec. start) £2195
Honda CRM250 Active Radical £3195
Honda CRM250 MKIII £2495
Honda CRM250 MKIII £2495
Suzuki RMX250 (1996) £2295

Full up to date stock list on:
www.penrithmotorcycles.co.uk

Tel/Fax

01768 891300

Unit 9, Cowper Road, Gilwilly Industrial Estate, Penrith, Cumbria, CA11 9BN.

BRECON BEACONS

- B & B from £18.00 •
- *Most rooms en-suite with colour T.V.* •
- Ample parking & bike store •
- *Licensed* •
- Pubs and town 2 minute walk •

Beacons Guest House

16 Bridge Street, Brecon,
Powys, LD3 8AH.

Telephone: 01874 623339

We welcome old members and new!

TWO DAYS TRAILING IN NORTH WALES - with S. Northants Group

Take a quick look at your road atlas. See the biggest chunk in North Wales with no roads? Harlech to Barmouth or Trawsfynedd to Mawdach. It's what the Welsh call the Rhinog.

From the car it's a yawn. Miles of nothing, just a few hazy bumps. "Boring, lets go to the beach.....". WRONG - this is wild countryside. The playground to SAS trainee hopefuls. The home of our last herds of wild mountain goats. The 26 miles down the Rhinog on foot takes mere mortals the best part of three days (Bin there, dun that!) This year we decided to explore the Diamond routes in the southern part of the Rhinog.

SATURDAY - Our alarm call (Ted) is smashing the door down. Having ridden 160 road miles to join us Ted wants his breakfast. What the heck are we doing in bed at 08.00? Ted kickstarts the team into the biggest breakfast operation since World War II.

Two hours and much laborious preparation later six bleary eyed trail riders venture forth. As we putter into the hills, mist, exhaust fumes and flatulence slowly clear. The day is fine. The scenery superb. A few easy lanes to settle us in, then over the Mawdach at Barmouth bridge. The toll notice clearly says Motorcycles 10p. Sadly the shop was shut so we pressed on.

The day involved quite a lot of map reading. Loads of mis-map reading followed by tireless path-finding by chief scouts Ted and Bob. We covered 70 miles in the most precious unspoilt countryside on earth.

'Gems of the Day' - The stone arched pack horse bridge, solitary and proud. Absolute solid proof of the route we were following. A signpost carved in stone. If only it could talk!

'Surprise of the Day' - The landowner confrontation. Returning sheepishly through a farmyard, having failed to find the lane, we found HER. With her wheelbarrow, ten dogs and yard brush HER body language was totally clear. "You don't get past, until we have had a word!" I have never understood how cowardice manifests itself in ascending order of size. Maddison from behind a wall, Groom from the next field, Balderson from an adjacent tree, all suggesting I should talk to the lady. OK, so it is nice to be in the front of the queue for once and I did have the map. I showed her the map, suggesting the lane seemed to have disappeared. She pointed to the barn....!! "If one of you can start my bike I will show you the lane!"

'Laugh of the Day' - This was hers. As graceful as a herd of elephants, six clobbered up trail riders almost demolished her barn. Everyone wanted to be first through that three foot doorway. To the lady's eternal credit she rode her son's trails machine in fine style up the hill to show us the way. This was a lane not to

be missed.

'Buzz of the Day' - The ten mile romp home. First into a stormy sunset, then in the dark along the Ffordd Ddu, the Roman black road, home for food and drink. **SUNDAY** - Dawn was fierce, sudden and bright. Having refuelled the night before on 25 pints of Abbott (*Ed. - each?*) we were ready for another full day in the saddle. A strenuous two hours of preparation and we emerged, just before lunch time. As we were all so relaxed (shattered) we elected for the diamond routes north of Aberdovey. Nice lanes, stunning scenery and sunny weather! We managed 50 miles of riding with time enough for tea and sarnies at Aberdovey. A pair of Red Kites watched us cautiously from overhead. A very obvious farmer watched us unblinking from below. We were descending a long lost lane. Miles of gorse, thorn bush and neglect. "Yes, that is the lane. Come back through the farm if you get stuck." (Friendly farmer). We made it down to the main road and - guess what? The gate at the end still worked and was not locked.

The end (almost) of a perfect day.

Ted and John left first to clear the M6 for us. Bob, Mick, Geoff and Charles trundled home last, all chuckling over mental replays of the haps and the mishaps of a great weekend.

Article submitted by: Charles Brett, Ted Riches, John Maddison, Geoff Groom, Bob Balderson, Mick Hulbert. *All members of South Northants T.R.F.*

TRF MOBILE EXHIBITION UNIT

The TRF Mobile Exhibition Unit (it's an old caravan really!) is still residing at my address here in Cornwall.

Whilst it takes up minimal space in my paddock, because of our geographical location it only gets used by the Cornwall Group.

Being as I spent a lot of effort preparing the Unit and the TRF spent a lot of money on it, it seems logical that it should be based somewhere central in the country so that it was available to as many Groups as possible.

It is painted in the TRF letterhead colour, which I call pale green but Fred Ellison calls grey, and has professional dark green vinyl lettering (I have new vinyl lettering for the P.O. Box No. waiting to be put on).

It is fully road legal (like our bikes of course!) and even has a spare wheel. The inside is material lined for velcro fixing and there is 12 volt lighting. All the caravan furniture has been removed except for a folding removable table and most importantly the sink unit and gas hobs. There is a gas cylinder and water containers. Other equipment includes a useful awning and a GREEN table with four chairs.

It is very light and easily manhandled and could be pulled by a small car. I would be happy to deliver it on my next trip "up country".

Telephone Tony Stuart on 01208 862960.

Don't just buy from any dealer, we are specialists in grey import trail bikes. We are trail riding & racing enthusiasts.

DISCOUNTS TO FELLOW T.R.F. MEMBERS

All Bikes Taxed, Tested Ready To Ride Away

Phone for latest availability

MIKE
tel (01325) 464452
Office Hours
6 Clifton Rd
Darlington
Co. Durham

fax 01325 467330

TRAIL BIKES NORTH EAST DIRECT

MAKE TRACKS WITH US

Honda CRM250 MK3	1995 M Reg Clean & Tidy Taxed Tested Ready To Ride Away	£2,650.
Honda CRM250 MK3	1995 M Reg Active Radical Lookalike, Full RSV Pipe, Hand Gaurds	£2,850.
Kawasaki KDX250 SR	1992 K Reg Only 5,200 Kms Never Seen Dirt Ready To Ride	£2,150.
Suzuki DR250	1996 electric start absolutly mint Blue & White	£2,750.
Suzuki DR200 Djebel	M reg electric start , as new only2,400 miles Taxed & Tested	£2,200.



The TRF Mobile Exhibition Unit in use at The BMF Rally

• ESSEX GROUP •

FOULNESS ISLAND RUN - MARCH 1999

Several months ago in conversation with John Barnett at a club night we discussed whether we would be able to obtain permission to ride the Byways on Foulness Island, a significant area of land in MOD ownership. We had been told that other user groups had not been successful. A letter was sent off together with TRF information to a contact who worked on the island and we shortly received a favourable response from a certain Lieutenant Colonel who was impressed with our cause and Code of Conduct.

Meetings were arranged and John and I were invited over to discuss what we wanted to do. We were then given a tour of the establishment in the 'company' Landrover together with canine mascot, with explanation of operations, the jet engines for the Harrier were tested here, this whilst unstable 500lb Spanish ordnance left over from the Gulf War was being destroyed by detonation! The trip culminated in a look at places that we *may* be able to ride, a visit to a member of the local residents association, (who was also concerned with the wellbeing of the visiting wildfowl) to let them know what we would be doing. Finally a visit to the only hostel on the Island to discuss arrangements for lunch on the day with landlord, and a pint! Oh well, back to work!

We received a letter of confirmation from said Lieutenant Colonel. We were informed that they could not condone the use of The Broomway, the old trackway onto the island only visible at low water, as this had not been used for a number of years and was not apparent or marked along much of its length. However we could ride the sea wall tracks for a considerable length of the perimeter of the Island! He went on to say that on the day in question he would be returning from the States and would therefore be unable to join us. (Visions of an old Bombardier in a shed somewhere, waiting to be wheeled out!)

Names were drawn out of a hat for the run as only ten would be admitted and these were submitted for security reasons.

After the first spell of dry weather this year the week before the run, it absolutely tipped it down on the day! The tracks we were able to ride are only used on occasion for the raising of red warning flags and were like glass on top. This combined with the mud, bearing in mind we were behind the seawall, kept everybody on their toes and on their backs on more occasions than I can remember! A minor altercation with the MOD Police was defused; they were upset because they hadn't been informed where we were riding.

We adjourned for lunch at the hostelry as planned where all were adequately fed and watered before a final run through in the afternoon. Another good soaking and heading out of the gate and handing in our passes. Home now via the jet wash at the local garage (there was a bike under there somewhere!)

Whilst this was probably not the most challenging of runs it certainly made you feel rather privileged to ride in this location. The stark coastline views and wildlife together with the secretive nature of the establishment (Atomic Weapons Research Establishment no longer in use) certainly made it different and we hope that we may, one day, return. This is at the moment questionable as the good Lieutenant Colonel is shortly retiring and the establishment will in the near future become civilian run.

Graham Eaton

Ed. I know that we always try to be enviro friendly but I didn't think that you had to risk glowing green in the dark!

picos de europa

THE SECOND COMING! - PART TWO

Thursday 8th: What a surprise. Rain again ALL night. We all kit up and juice up at the friendly little petrol pump by the Valdecoro Hotel and head south through La Vega, Barago and on to Cucayo through the little tunnels in the mountains.

We are looking to pick up an interesting long loop that heads eastwards out towards Caloca, but because of the awful visibility caused by the mist and snow flurries, we can't find the connecting trails when the jeep tracks run out. We keep running out into these little upland meadows with no discernible way out. The conditions are way too risky to carry on - it would be all too easy to get totally lost in a white-out, and these mountains are not Roundway Hill in Wiltshire! Eventually we give up on trying to find the track, much to Dave's annoyance. He hates having to admit defeat with map reading, and to be honest, he rarely has to.

We take a track from Cucayo which heads for Barrio - we did this one last year - reminds us all a bit of Mid Wales. For once, because of the snow, we have fantastic views across the mountains when the mist clears and the sun briefly makes an appearance. We take a right turn at the shepherds hut, cross the river and head downwards off the mountains into the back of Ledantes. This track is a beauty, with a huge drop-off on the left on the way down. As it reaches the birchwoods, it develops into the usual steep, rocky, hairpin infested single track. Wonderful!

We come out through Ledantes, Villaverde and Vada. Next stop La Vega for coffees and tortillas. Because the weather has been so bad this year, we have given up on picnics as a lunch break. The roadside cafes have been a godsend.

Had an excellent evening meal in "our" bar next to the map shop in the centre of Potes. Food was excellent and we spent a fortune - 14,000 pesetas - about 60 quid. There was masses of grub and the 2 bottles of Rioja went down very well.

Friday 9th: It rained again all night long. The weather looks very discouraging when we yank the curtains back. Dave and myself decide to do some souvenir shopping in the morning. Luds and Mick decide they are gonna go for it no matter what. While Dave and I head into town, they make off for the Ledantes hill, but this time they are going up it!

They found some good trails, right on our doorstep. One runs out the back of Potes central car park up to the radio masts and on down to Vinon. The other is a loop that starts just to the left of the Pena Sagra restaurant and climbs all the way up to the Refugio Montaneros de Liebana.

Tomorrow, weather permitting we are going to do the classic Beges - Sotres - Aliva route, with views across the ravine to Tresviso, and possibly get up to the Uriello meadow to get a view of the "boner", the Naranjo de Bulnes.

Saturday 10th: The weather forecast is dry. They are definitely pulling our wire! The rain starts just as we pull out of La Cabana. We head out to Pena Sagra and take the track that leads up towards the villages of Pendes and Cabanes. At Cabanes, we bear left and take the steep hairpin jeep track climb to the top. It is raining very hard by the time we top out in the upland plateau. We take the lower, less obvious goat trail off to the right and start dropping down into Beges. Dave and Luds play hero and take the steepest route down on the loose boulders, resorting to bulldogging down in the end. Mick and I wimp out and take the easy route with the extra hairpin. We drop on down the incredibly steep bit of cross-hatched concrete path to the road. By the time we ride through Beges, Mick is squawking for a coffee. We all decide to make him wait until Sotres! (possibly a mistake, as you will see later).

The climb up the cliff face out of Beges is just as spectacular as I remember it from last year. The only problem is we can't see Tresviso across the gorge, the mist and clouds are too thick. When we level out on the track to Sotres, I am convinced that we have taken the wrong route, so I am chugging along rather sedately. I pass a soaked-to-the-skin herdsman with about 3 suede coloured cows and ask him if we are on the Tresviso track. "Si", he replies with much hand waving and evil grinning. I start off again to catch the others up, when suddenly I recognise a part of the track from last year. As I am approaching a left hand hairpin with a protruding rock, which forces you to take the outside wheel tracks, the mist clears, and down to my right I can see - NOTHING - for about 1500 - 2000 feet into the gorge! Just fresh air. Don't remember this from last year! My loony, hooning mates have been pushing on along here! Are they now over the edge?? I eventually arrive at the end of the track and find all three of them are there and in good shape. Phew! Relief or what?

Sotres appears to be dead. On further inspection, "Casa Cipriano" is found to be open and extracts 3,750 pesetas for 6 coffees, 2 so-called chorizo tapas and a plate of patatas Cabrales and a glass of vino tinto for Lardy. All of it looks

disgusting.

We finish our disgusting lunch stop and head out of the village on the downhill hairpins on the blacktop until we see the track off to the left that will take us up along the Bulls Back, the Lomba del Toro, to the Aliva Refugio. This track is very rough and strewn with fair sized boulders which clang off the bash plates as we climb onwards and upwards. There is a lot of standing and also fast running water cascading down as well. Concentration is important if you don't want to bin it. The rear shock really has to work hard on this going. After the "gates" which I think mark the boundary between Asturias and Cantabria, the track gets a little easier and we all fly up the Bulls Back and stop for a breather at the Aliva Refugio once more.

There is a lot of snow up on the high peaks. No raptors around - they must be more sensible than to venture out in this weather! A quick chat, some photos and then we all set off on the downhill track to Mogrovejo. The yellow mud on these descents has me spooked out. I can find no front wheel grip on it at all. The brown stuff is OK. At least I find that if I drag the back brake a lot more than I am used to, I can keep the front end in line - sort of! Time for a new front tyre me thinks.

The yellow mud is once more responsible for me clouting a large brown boulder that is sticking out on the left side of a right hand bend that I run wide on, and I have visions of my engine cases being shattered. I stop for a quick look, but all appears to be OK. Thank you Franco Acerbis for my wonderful plastic bashplate!

When we come out onto the main road at the bottom, Mick asks if he can go for a spin on the XR600. As he chugs off up the road, I say to Dave and Luds "He is gonna hate it!"

Sure enough, when he returns, he says he thinks it is awful and that it is pulling to the left - and has it got a bent frame? Well. All I can say is that it goes straight when I ride it! What is the boy on about?? If you check my chain alignment, you can see that it definitely is NOT bent, therefore, his KDX200 must be pulling to the right. Right? Whatever. He says the bike is too tall, too heavy, too everything for him. I find it comfortable, powerful, and a good sled for exploring. It is also fast enough to give me a grin from ear to ear when the mood takes me. Maybe it just suits fat old trail riding sods like me!

We burble back to La Cab for a hot bath and a chill out. Heaven. We are back a tad early, but we have been lucky to ride at all today, considering the weather. The MSR kit certainly earned its keep. Tomorrow is our last day. Please, Please let us have some SUNSHINE!

Sunday 11th: Our wish is granted! Sunshine at last. Luds and Mick want to show Dave and I the uphill to the masts at the back of the car park in Potes. Off we go. The other 3 disappear while I struggle for grip on the very steep and slightly

muddy climb. This track would be brilliant in the dry, but the big MT21, 130/90 is having a hard time trying to hook up on this stuff. I find myself wishing I still have the Stoneking on the back. That hooks up OK! My confidence starts to ebb away, especially as we start to encounter more of my hated yellow mud - normally just where you need to have a bit of front brake - OOOOPS! Nearly off again. When we get on the rocks the big XR is fine and pulls like a train. We drop down through Vinon, Armeno back into Potes. I decide I have had enough - riding like an old twit and holding everyone up. Just one of those days I'm afraid. No rythm. I head back to La Cabana and start packing, the approaching operation very much in my mind.

The others head off up the track by the Pena Sagra restaurant for some more fun.

Dave returns before Mick and Luds at about 2pm. They have gone up past Emilio de san Tirso, Odo de Taba, Cahecho, Luriezo, Aniezo, Somaniezo, La Helguera and on up to the church and the refugio of Emta de Nira Sra de la Luz. This is apparently a superb sustained climb with all the usual Picos elements involved - steep gradients, bumps, hairpins etc. Two blokes out hunting with shotguns gave them the wide open throttle action as they went past. Shame I didn't stick with it. Never mind. There is always next year! I hear them return to La Cab' at about 2.40pm. Another Picos adventure is drawing to a close.

Luds and Mick have "discovered" the best value restaurant in Potes this lunchtime. "The Canton" is run by a very happy-go-lucky guy who is quite happy to dole out ham (which is really a gert big piece of gammon), double eggs and chips. It is so excellent that we all go back there for our last Potes meal. Talk about Brits in paradise!! If we come again, we are gonna use it as a breakfast joint. The guy looks genuinely upset when he realises we are off home the following day. If you go there - use him - you won't be disappointed.

Monday 12th: We are all up very early, packed and on the road by 7a.m. Francisco comes out to wave us off. Trouble free drive through the Hermida and on to Panes. We are in Santurtzi at dead on 10a.m. in plenty of time, and check-in straight away.

I just get back to the car when an older guy (not that much older now as it happens!) comes up and starts chatting, asking us where we have been competing? We tell him that we have just been trail riding in the Picos. He tells us that he has been walking down there. He says he used to do a bit - rode in the 1949 ISDT. We say that he probably knows a mutual acquaintance in Dick Sutton then. Yes he does. (Dick rode his Triumph to the ISDT in Sweden in 1953, competed and then rode it home again). The chap turns out to be none other than Allan Jeffries - a famous old rider from yesteryear if ever there was one. Blokes like Dick and Allan have in their own way (without knowing it) been responsible for getting many of us started in off-road riding, and its great to meet'em.

EPILOGUE:

This trip was almost the complete opposite to last year for weather. It was the same week of the year but instead of 25°C temperatures, we had loads of rain, sleet, snow and mist or low cloud.

Considering how bad the weather was, we had a good time, even if the mileages covered were down on last year. The MSR gear kept us warm and dry in some awful weather and certainly proved to be worth its weight in gold.

Nothing radical happened. Nobody fell off, got injured or had a puncture. Boring really. (Just kidding).

We have decided to go self catering next year - El Caballo is a Horse trekking centre 6 kms outside Potes at Camaleno, on the road to Cosgaya, and are happy to have motorcyclists staying there in their 4 bedded fully equipped bungalows. The price works out about 10,000 pesetas per bungalow per night in the high season, and only 8,000 pesetas per night in the low season - about half the price of staying at La Cabana - and you can fill yer fridge up with beer, eggs, bacon etc. Bye-bye pancake breakfasts!!

Anybody up for it????????

Best wishes to all my trail riding mates,

Vic Price, West Wiltshire TRF

KIR Trail Sport

Off-road Tyres and Accessories by Mail Order

Bridgestone Enduro/Trail Tyres		
ED01 (front Trail tyre)	3.00 - 21	£32.50
ED02 (good all-round Trail tyre)	4.60 - 17	£39.50
ED02 (as above but 18")	120/90-18	£45.95
ED02 (fits KDX200/250SR imports)	100/90-18	£45.95
ED03 (road legal front Enduro tyre)	3.00 - 21	£33.50
ED04 (excellent for 125/200cc bikes)	4.10 - 18	£38.50
ED04 (for 250 bikes and above)	120/90-18	£45.95
ED12 (USA spec Enduro tyre)	120/90-18	£45.95
ED15 (as ED12 front fitment)	80/100-21	£34.95
ED16 (all terrain rear tyre 100/100-18)	4.60-18	£37.50

Barum Trials, Mx, Trail & Enduro Tyres		
C20 (good all-round Trail tyre)	130/80 - 17	£42.00
C14 (hard wearing off-road tyre)	4.00/4.25-18	£32.50
C16 (good all-round front tyre)	3.00 - 21	£28.50
TR1 (Trials type rear tyre)	4.00 - 18	£32.00
C11 (the legendary Stoneking)	120/90-18	£36.50

Trail & Enduro Bike 'O' Ring Chain/Sprocket Kits

All kits supplied with Quality RK Japanese 520 'O' ring chain
Hard wearing Steel Front and REAR sprockets.

RMX250, DR350, KDX200, XR250, KMX125/200	Serrow	£64.50
XR400, XT600, KLR600, KMX125/200		£65.50

All prices include VAT
Chain and Sprocket Kits Delivery Only £3.95

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

Telephone: **01949 850530** (anytime)

IN CHAINS

THE SOUTH'S LEADING
OFF ROAD CENTRE

HUGE DISCOUNTS on Top Quality Chains,

Sprockets, Tyres, Brakes, Clothing, & Most Parts & Accessories for TRAIL, TRIALS, MOTO X, & ENDURO in stock ready for immediate mail order despatch.

Stocked & Available **EVOLUTION** 100% water/windproof off road clothing, **PRO-GRIP** products, **YES** full Carbon Fibre Helmets, **SIDI, WULF, AXO & ALPINE STARS** boots, **ACERBIS, UFO, TECHROSEL, FRESCO, REIKON, & RENTHAL** product range, **REBINA & DHD** chains, **TALON, RENTHAL, SUPERSPROX, APICO, & JT** sprockets, **PIRELLI** Tyres, **SINTERED & KEVLAR** brake pads, **SMITH** goggles, **WHEEL** Bearings, **HEADSTOCK** Bearings, **BRAKE/CLUTCH/BEAR** Levers, **TALON** wheels supplied, **SUPER MOTO** conversions a speciality.

FULL WORKSHOP available for **BARREL REPLATING, REBORES, SUSPENSION SERVICING, CRANK REBUILDS & MACHINING.**

SETTING THE STANDARD FOR STANDARD MACHINERY

From occasional Trail Rider to world champion, the same spec bike at the same price available to all.

tm

01425 474800

Unit 9, Hightown Industrial Estate, Crow Arch Lane, Ringwood, Hants. BH24 1NZ

tm

• LANCS. GROUP •

RED SQUIRREL RUN

The trouble with trail riding is you get the bike all dirty with that messy mud and you tend to miss out on the more civilised aspects of life such as morning coffee, afternoon tea, sightseeing, shopping etc.

To remedy this some of our members gamely set out from Tesco car park, Chorley en route for Pacific Coast Highway, well Southport and the Freshfields Nature Reserve famous for its red squirrels. Machinery ranged from Phil's XLR 200 to Paul's Africa Twin.

For those who don't know this area of West Lancashire it is largely reclaimed land and contains some brilliant little lanes and villages, with a history of drovers' and salt routes. Back lane to Eccleston, Halfpenny Lane to Croston, Red Lane to Sollom and Hallsome (or Wholesome) Lane via Long Meaneygate to Churchtown. The term 'Meaneygate' occurs frequently in this area and is a road along a dyke. Unfortunately, the last two lanes were not tarmac, so ignore the first sentence. Churchtown is a lovely village with fishermen's houses and was the ancient township of West Meols. It was also the start of a salt route inland. We had our first stop here, morning coffee at Claude's Patisserie.

Suitably refreshed we set off along the sea front of Southport, a Victorian resort famous for its shops and lack of sea (or excess of sand) heading for Freshfields, via some byways, complete with appropriate signs. Well done Sefton Council! Car parking is costly but bikes are free with the ranger providing pieces of plywood to stop stands sinking into the sand! 'Ranger' Ron Varey thoughtfully provided enough peanuts to bury the squirrels in the National Provincial advert, so we had a great time feeding the red squirrels. Unfortunately we were too early in the year to observe natterjack toads.

Next stop was the 'Ship Inn', commonly called the 'Blood Tub' due to the fights between barges from the nearby canal. Incidentally this is very close to where Tim Stevens used to live, so, if you are reading this Tim, I hope it doesn't make you too homesick. After lunch we returned to Chorley via Parbold Hill where there is a herd of Belted Galloway cattle, the breed which was common in drovers' times.

Strangely enough, these are now very rare in Galloway, but very common in Maine, USA. I always assume that drovers' routes always occur in places like Scotland or Wales and it was a surprise to find out how much movement of cattle and sheep there was locally, along swathes of land at the boundaries of villages. Crosses still exist to mark these stock routes in some areas.

In this area there are many place names using the word 'hollins' which probably refers to a hollin which was an overnight resting place for cattle usually with a one way system to facilitate movement. Another school of thought is that the word refers to holly, which was commonly used as winter fodder for cattle. Indeed a lot of the lanes are lined with holly and one lane in particular has five different species.

If by any remote chance you want to find out more I refer you to 'Hollin Names in North West England' and 'Stock Tracks Along Township Boundaries', both by Mary A. Atkin. 'Leading the Way. A History of Lancashire Roads', edited by Dr. Alan Crosby.

Rodger Davies, Lancashire TRF

BEHIND THE SCENES OF A TRAIL RIDE IN THE PEAKS

There is a saying along the lines of 'a butterfly flaps its wings and on the other side of the world a mountain tumbles'.

In retrospect I suppose it is almost amusing but at the time there seemed little to laugh about. The chain of events started on my front drive where I had checked over my XL185/125 in readiness to lead a local run the following weekend, with the prospect of a trip up to the Peak District a couple of weeks after. I had run the bike and all seemed well, if not better than it had done for some time - without the tappets ticking and the exhaust blowing. After cleaning up I decided to take the bike for a short ride. A little way up the road the engine started to make a sort of howling sound and so I switched off and rolled back home.

I stood there, as you do, next to the bike, in denial. Was I imagining it? I kicked it over and something was clearly not right, but it fired up and there was that noise again. This was the 21st of March and we were scheduled to leave for the Peaks on the 13th of April, a mere three weeks. Now, I'm happy to strip and rebuild an engine but the chasing around for bits, combined with the prospect of doing it under the conditions that prevail in my garage, were too much to contemplate, so I phoned the outfit that does the bike MoTs, explaining that I needed the bike back in a couple of weeks. With the assurance that that would be no problem I arranged for them to collect the bike during the following week.

Thanks to our beloved and benevolent group chairman, Mike Hannigan, I had a bike to ride whilst leading the run (yes I was insured), but come the Friday before our departure for the Peaks I had concluded that my bike was not going to be ready - despite a phone call to tell me that they could find nothing wrong but they were awaiting a part. Mike came to the rescue with the offer of his spare bike, again. This is an XT250 and it is a magic trail bike. It has heaps of low end grunt (for a 250), it goes where you want it to and I haven't fallen off it, so it must be good.

With my able assistant (son, Karl) we head off to the Romsey to collect said loaned machine on my C90. Karl rides this twenty two year old 'clunk' to college each day and was not amused at being relegated to the back seat. From this hapless (disad-) vantage point he offered copious advice on how the thing should be ridden. He was quite right in stating that we could get over 50 mph on one particular stretch of road, but he omitted to mention that he had not checked the oil in a very long time.

So, with the XT and C90 back home (don't ask) I set about preparing one, whilst 'nipper' took the remains of the engine out of the clunk. As I wasn't going to be available for chauffeuring duties, and Karl was on a work placement connected to his college course the following week, I took the C90 engine down to John Oldfield's in Southampton. You didn't seriously think I was going to take it to the same place that let me down with the XL did you? In the mean time Karl

was going to have to live up to his 'Mr Fitness' image and cycle the twenty or so miles each day to the other side of Romsey. (Eeee, that's nothing - when I were a lad.)

Tuesday morning I loaded the XT on young Penny's trailer and we were on our way north. Ian Baillie led us on two excellent tours around the Peaks, using many lanes I had not used before. One town lost some potential 'tea and cake' revenue thanks to a rather over zealous constable. Admittedly a couple of number plates were dirty but it was his attitude that grated. There was no need to make snide comments like 'you all look old enough to know that you need a current tax disk, so I won't bother looking". We all had completely road legal bikes - except...

The one classic comment came when JS was cleaning his number plate. "No point in cleaning that. That is not a number plate." said peaky plod. At that moment I was glad I had gone to the trouble of replacing the practical, aesthetically pleasing, but slightly undersize plate on the XT with a 'proper' one. Gladness was short lived. Gladness remained until the giant sized (standard) number plate met with back wheel due to the combination rear suspension travel and mudguard flex.

Fortunately the farmhouse accommodation came with friendly farmer who had a welder. The back end of the XT was 'glued' back on and reinforced with a couple of six inch nails. Ian sorted a new (legal) number plate for the next morning and that came with an aluminium backing plate at a quid less than I had paid for a flimsy plastic one.

Back home, at the end of the week, I cleaned the XT in readiness for the reluctant return to its owner. I fired it up and turned round in the drive to ride into the garage. The throttle cable broke. Now that was close. Two weeks on and I am still awaiting the cable that "will be with you next week sir".

The C90 engine was rebuilt in three days, and for an extremely modest sum. Mr Oldfield's shop is to be recommended. Unfortunately Karl's work placement had been terminated in the mean time (something to do with punctuality during the 'cycling' week) which denies him a pass for his past year's studies. My bike, now six weeks at the menders, is awaiting yet another part. In an earlier call I was told that a spring on the advance and retard mechanism had broken. A subsequent call informed me that the spring was all right but that the lug it attaches to was broken and that a replacement unit was available within a couple of days at £60, or, if I was prepared to wait three weeks, it would only cost me £40. I chose the expensive but express option. One week on and the part has not arrived.

When you look at the chain of events that arose from this little episode we can see that the couple of days in the Peaks will have cost me about £700 (but I haven't got my bike back yet) and will have played a significant part in moulding my son's future. Odd, I never took any of that into account when deciding not to do the repair myself. That said, I anticipate a follow-up piece to this saga, that will centre on trail riding, motorcycle repairs and litigation.

Dave Tilbury

Dave@hants-lanes.demon.co.uk

MOTORCYCLE SHOWS 1998

1998 saw the Teesside group attend 2 motorcycle shows in an attempt to educate the great motorcycling public in the art and pleasure of green laning.

The first was at Durham Police HQ., Akley Heads on the outskirts of Durham City. Held on 16th September Joe Motorcycle Public was due on site at 9.30 a.m., so we were expected to be there about 8.30 a.m.

In an attempt to be organised I was intending to take the TRF display material down on Saturday night to get set up. Circumstances revolving around my brother helping at a horse trial led me to finishing work at 6.40 p.m., leaving me 45 minutes to get to Durham, set up and pick my brother up at Akley Heads, that's if he had finished the horse trial before 6 p.m., it's getting complicated and I have yet to hand a leaflet out or chase a kid off a bike. Eventually I just left the display material in the police workshop on Saturday night and departed without setting up or meeting up with my brother.

On Sunday morning I was up at 6 a.m. checking display material/leaflets, table and chairs, motorcycle gear and photo albums. Having loaded up by 7.45 I left home to drop off my beloved at work before heading off to my parents house to leave the van and trailer for my brother to take to Durham with his DR250 while I ride the XZT750 to the show. 5 miles outside Durham I caught up with Mark on his GPZ900, riding up from York to give a much needed hand. We arrived on site to find John Bellamy on the stand (well the space we had been allotted) awaiting instructions.

While we waited for Dave to arrive with the DR, leaflets, etc., we erected the stand in a fetching star like configuration to effectively give us 3 large areas on which to hang photos and OS maps, some fully marked up and some in their virginal state to give people an idea of how helpful OS are with showing vehicular rights of way.

Dave arrived and was looking even more lost than usual, mainly because he was not sure where we were. Come to that neither was I until 3 p.m. the previous day after PC Mick Alder had changed the display area for the 3rd time. Originally we were to have had an outside plot (thanks for the lend of the Gazebo Mark), then Friday a fevered call from Mick had us moved to the large tent, followed by a call on 15th September which had us in the workshop rubbing shoulders with Thunderbirds MCC and the Virago owners club, while opposite the vintage Japanese motorcycle club.

By 9.45 a.m. we were all set up ready to rock and roll, at which point I had to leave to visit a local horse event at which we were helping out. 2 new members had kindly volunteered their services but were new to all things horsey (thanks Paul and Nick), so I had a brief potter around the course and show areas to brief them on what was expected. The best part of an hour later I wheeled the 750 onto the stand alongside a DR250 and XR400, took the leather jacket off and prepared to do battle. A slow start gave us chance to polish the speech 'Hello, do you own a trail bike? Here's a list of beginners runs and contact numbers'. All interspersed with the usual questions of Where can my 12 year old son ride? Can I use a motocross bike? How fast will it go? Plus an interesting encounter John Bellamy had with a Durham County Councillor who assured him that (and I quote) "come the revolution that will be this labour

government all this (points at the display stand) will be stopped". John tried to engage her in a sensible discussion but she stormed off in a cloud of self-righteous outrage, so one dissenting voice in an estimated attendance of over 10,000 on the day.

We handed out leaflets from 10 a.m. to 4 p.m., when crowds started to thin out, at which time we all started thinking about going home. By 5 p.m. we were all packed up and loading bikes onto trailers. It was as we were passing a previously closed door at the side of the workshop that we saw a very depressing sight. A garage all of 40ft. long about half full of stolen recovered off road bikes, altogether around 150 machines ranging from YZ, CR and KX motocrossers to DT, XT, KMX and most other recent small cc jap trail bikes, all waiting to be claimed or crushed. Still, better in there than screaming down a footpath or ripping up a farmer's field.

The second show was the Great Northern Bike Show, held at Croft circuit just outside Darlington on 11th October as organised by BMF promotions.

I arrived about 8.15 a.m. to start laying out table and chairs and my bike in what an estate agent would describe as a compact work area (that's small to you and me). The wind, while strong, had left the gazebo where we had left it but it was still strong enough to necessitate erecting sides on the gazebo all pinned down with about 15lb of assorted tent pegs. By the time John Bellamy had arrived on his XR400 the first of the many expected punters were on site. John had the first wander off the stands to have a look at what else was on offer. While I waited for things to hot up I had a quick look at my neighbours, both trade stands and both dealing in leather goods. To my east a tent of boots, chaps, jeans, jackets and gloves, to my west a fine collection of thongs,

whips and scanty underwear definitely not suitable for trail riding. John returned laden with goods from the tent opposite, Carnells, selling some good gear in among the chaff for very reasonable prices that will teach me to take my plastic next time.

By now the wind swept walk between the two rows of stands was starting to fill up and we were getting the usual questions. Where can I ride? What can I use? How much to join? Luckily quite near to us was a stand of 2nd hand trail bikes manned by Mike Watkins and Brian Elland, so when people started asking about what was available to ride we sent them to Mike's display to have a sit on, poke at and kick rather than use our bikes. When Keith from the Teesside group arrived it allowed me time to join the crowd watching all and sundry thrashing their plastic rocket ships around the track. All comers welcome provided you had a full set of leathers and £5 for the 10

OLD ROADS AROUND ALSTON

Alan Kind, editor of *Byway & Bridleway*, and former TRF Press Officer, has finally sat down and written up the history of the complicated old road network around Alston, England's highest market town.

90 pages, A5, strong stapled spine.
Limited number printed.

Send a cheque for £7.50 inc. p&p, made out to 'Hodology Ltd.' to:
'Alston Book', Hodology Books,
P.O. Box 117, Newcastle-upon-Tyne,
NE3 5YT.

'Buy this book - it's bril!'

Alan's Mum

minutes you were allowed on the track. 10 minutes was enough time to see no evidence of trail bikes on the course to lighten proceedings a little so I wandered back to the stand in the teeth of an increasingly strong wind. Some 30 minutes after my return we had about 6 people around the stand when a huge gust lifted the whole lot 2 feet in the air. Quick thinking by all present had some holding on to the gazebo, 2 bobs on the table holding down pamphlets and the rest of us pegging the whole thing back down with the final touch being the car I had arrived in reversed onto the trailing edge of the sheet to hopefully hold the whole thing in place. By about 4 p.m. the crowds had thinned to a few wind blown souls and contrary to instructions sent to us by BMF promotions people were packing up (no-one was supposed to move before 6 p.m.). Due to our group having a run that day in Hexham my brother did not get on site until 7.15 p.m. to pick up my XT from the pitch black increasingly cold windy field that had been my home that day.

My thanks to Dave, Mark, Keith and John for their help. How about some new faces this year on the stands?

Leo Crone



HONDA TLR 200 REFLEX

I recently acquired a TLR200 from a TRF member who specialises in importing Silver Wings from the USA. I guess it must have been left by mistake somewhere in one of the panniers. Anyway, though an '87, it had only done 700 miles, so seemed, at a good price, to be an opportunity not to be missed.

Before any attempt at trail riding the battery, placed flimsily by the rear wheel, needed removing, plus the rearlight which was big enough for a truck changed for something more in proportion. Indicators and mirrors had already gone.

So what is it like on the trail. Surprisingly comfortable for a start, fine for all day riding for someone of average height and knees more than fifty years old. Wonderfully light and manoeuvrable either standing on the pegs trials style or sitting down and paddling. The tallest possible Renthal handlebars were fitted to improve the riding position. The only difficult item is the gearchange which has an indirect action and is difficult to reach and not very positive. It seems to be best handled by heeling for up and toeing for down. Maybe it got that from the Silver Wings. If anyone has any experience of adapting this feature, I'd like to hear from them.

I've taken it over Garburn, Longsleddale and Gatesgarth with none of the trepidation I feel on my K LX250 and learned that standing on the pegs in a muddy groove at 20 miles per hour along the local lanes does not engender stability - my ankle still hurts six weeks later. Though it isn't sensible to try to ride it fast, I more or less kept pace with the rest of the group on their XR250's etc. traversing the slopes

TRF MERCHANDISE ORDER FORM

Name TRF Group
 Address
 Postcode
 Phone No. Date
 Please CIRCLE required size and/or colour
T-SHIRT (white with large green TRF logo on front) S M L XL XXL
 £5.95 + 50p p&p

SWEATSHIRT (with small round TRF logo on left breast)
 Your name and/or group name at no extra cost S M L XL
 £16.00 + £1.00 p&p
 XXL £17.00 + £1.00 p&p
 Red/Blue/Green/Maroon/Black/Other

PULLOVER (with small round TRF logo on left breast)
 Your name and/or group name at no extra cost S M L XL
 £17.00 + £1.00 p&p
 XXL £18.00 + £1.00 p&p
 Red/Blue/Green/Maroon/Black/Other

HEADGEAR
Baseball Cap (black only with TRF letters in gold)
 One size fits all £5.50 + 50p p&p
 Maroon/Green/Black

Ski Hat (with small round TRF logo)
 One size fits all £5.50 + 50p p&p

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

BADGE (enamel pin badge with round TRF logo) £3.50 inc. p&p
this price includes a contribution of £1.00 to TRF Fighting Fund

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

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



TO FIT MOST
 TRAIL, TRIALS,
 MOTO'X
 MOTORCYCLES



TWIN & MONO AIR SHOCKS,
 ROAD/TRAIL, XR, DR,
 TENERE etc.

PROGRESSIVE SUSPENSION
 FORK SPRINGS, MONOSHOCKS,
 AIR PUMP & GAUGE KITS



M.R. HOLLAND
 (DISTRIBUTORS) LTD.

Ask for Peter
 (TRF member)

Tel: (01775) 766455

Insurance That Fits Perfectly



Specialists In Bike Insurance



**Discounted Rates
 for Club Members**

Extra 10-30% discounts for TRF Members

CALL NOW 01793 537434
 Run by Bikers for Bikers

Immediate Cover
 Instalments Available

Internet - WWW.buick-ltd.co.uk
 E-mail: bmaltd@msn.com

54 Commercial Road, Swindon, Wilts. SNP 5NX

of the Wye Valley. In fact, on a couple of the lanes where erosion has really set in, the little bike probably saved me half an hour of exhausting lifting and pushing and kicking and I had a nice rest waiting for most of the party to complete their struggle.

It is pretty ecologically friendly, trials tyres provide all the grip needed. It's very quiet and when it came to filling up I noticed it cost me £2 and the others £3. The power is very soft, which is good. The brakes are very soft, which is not so good, but maybe we are spoilt with these fancy modern disc things. With the trials geometry you can't ride so fast, so you don't need to rely on brakes so much, you see much more of your surroundings and fit into the country environment so much better.

In short, I'm really glad I got the TLR. It complements rather than replaces the KLX and though it looks really silly next to my road only Africa Twin, I expect to keep it for a long time. It can be carried on a rack on the back of the car which makes travelling up the motorway to the Lake District for the weekend much quicker and less harassing than when I have to use a trailer, which is another bonus.

Finally, there have been a few pieces in the magazine suggesting Division 2, or not so arduous trail riding for the less fit and youthful of us. But it is pretty frustrating to think of missing out on some of the most spectacular of our routes by acquiring a TLR, a TY, or any of the older generation of twin shock trials bikes that might not be found to be necessary for a few more years yet.

Think on it.

Steve Pighills, Wyvern/Black Country TRF

BIKES BY MAIL ORDER

I'm sure we've all purchased items by mail order from the bike catalogue or the TV Times Shopping Supplement, but have you ever purchased a trail bike by phone! Having recently sold my KLX, panic set in when my local shop was unable to supply my next choice of bike, the KR600RW. After dozens of phone calls around the Country I found one. Two days later the bike was delivered to the Midlands from Somerset. Competitive price, no hitches, friendly service and advice. I'm only sorry I won't be making the trip for the free service to visit the business premises in person.

So there it was, new trail bike waiting to be registered, purchased over the phone. We are often quick to criticise businesses for poor performance. I've only praise for Paul Branson Motorcycles of Yeovil, Somerset. (Thanks Mike)

Mark Phillips, East Midlands TRF

PARRYMORE
 Motor & Trailer Company

BIKE TRAILERS
 FROM £199.00 + VAT

(Trailers include full legal lighting)

TRAILER HIRE AVAILABLE
 SPECIAL RATE TO TRF MEMBERS

Contact Tony Parrymore:
Tel: 01784 464636
Fax: 01784 466101

GREEN LANE, CHERTSEY LANE,
 STAINES, MIDD., TW18 3LX

CLASSIFIED

OS MAPS Full Range. Landranger £4.95 (p&p 50p). 5+ maps delivery free. Futura Leisure, FREEPOST (LE6739), Hinckley, Leics. LE10 0BR. (No stamp required).

BRENDAN CHASE B & B Lake Windermere from £14.00 each x 4 sharing, bike lock-up, parking, all rooms c/h, CTV, H & C, pub and grub handy, CCTV surveillance. Tel: 01539 445638.

ACCOMMODATION in beautiful North Devon farmhouse. Barnstaple, Exmoor. Ensuite, C/H, T.V. lounge, parking for trailers. B&B from £15. Trail guide available by prior arrangement. Owner TRF member. Tel: 01271 866676.

NO MORE WET FEET! Goretex boot liners, knee length, 100% waterproof and breathable, hard wearing. All sizes available. Only £20 per pair inc. p& or 8" high type £15 per pair. Tel: 01283 530707 or 01283 516273. Payment by credit card or cheque.

COMBAT GORETEX LEATHER GLOVES Soft leather gloves with Goretex liner. Superb for trail riding. Sizes XLge, Lge and Med. £25 per pair inc p&p. Tel: 01937 845274 after 6pm.

LANDRANGER O/S MAPS New and Unused but mainly 80's and early 90's issue. Areas - Wales, Borders, Wiltshire, West Country, South East, Cotswolds and Oxford. £2.00 inc p&p. Tel: Paul on 01873 832407.

WANTED RMX250 1995 Barrel piston and power valve or just power valve. Tel: Fred 01254 823893 or 01254 883208.

SUZUKI DR250 electric start, 1992, first used in UK 1998. Ride height suspension and friendly grey and black colour scheme. Trials tyres, bark busters, taxed and tested £1900. Tel: Paul on 01873 832407 (South Wales).

YAMAHA SEROW 1986 T&T December 1999. Renthals, hand guards, to be sold with spares including rear wheel. Must sell hence only £900 ovno. Tel: Neil 01530 833038 (Leics.).

HONDA XL185S 1982 "X" Reg. T&T. £350. Kawasaki KMX200 1991 "H" Reg T&T. £850. Two bike trailer with spare wheel £150. Tel: Merv 01287 640828 (Cleveland).

ACERBIS LARGE TANK (18 ltrs) for Honda XR600. Used once £100 ono. Tel: 01246 209275 Mobile 0973 894261.

YAMAHA DT125 PARTS Pair of forks with gaiters. Front and rear wheels with brakes. Speedo drive plus cable. Radiator, side panels all as new £60. Tel: 0151 5262830 Mobile 0403 773044.

HONDA XLR250 BAJA "J" Reg. 14,000kms, Renthals, 520 "O" Ring conversion. New seat cover. Heated grips, T&T. All original bits and some Trail mods. Green Lane and one Classic Trial use. £1600 ono. Tel: 01993 841179 (Oxfordshire).

JL125 trail bike (mechanically virtually identical to a Honda XL125). Very little used, just 2,200 miles. 12 months old and in very good condition. Bargain for

quick sale £995. Tel: 01538 383181 (eve) or 01782 583388 (office).

HONDA CRM250 Mark 2/2 1993 K Reg. 11 months T&T. 11,000 kms. Little used. VGC. Owner retiring £2095 ono. Tel: 01773 762683 (Notts.).

SUZUKI DR200 1988 one owner, 12500 miles with MOT £750. Tel: 01271 326653 (Barnstaple).

SUZUKI TS200R "H" reg. 12 months tax and test. Very good condition. Two new tyres. Limited use by mature rider. An absolute steal at only £1200. As good as a CRM but £600 cheaper! Tel: 01772 734082 or 01524 791473.

HONDA CRM250 1992, race pipe, new tyres, brakes, chain sprockets and bearings, reliable bike with many extras. £2000 ono. Tel: 0421 577612.

A.J.S. (Fluff Brown Model) Trail Bike, long tax/test. Rotax 250cc. All original, weight 99.8kg. Recent MT21s. £750 or part ex. for trials/Pampara. Tel: Don 01257 263137 (Lancs.).

PEAK DISTRICT ACCOMMODATION in an old vicarage with a pub at the bottom of the drive, ideally situated for the green lanes of the Peak National Park. Safe parking, guiding available, groups catered for. Tel: 0113 531 0296.

WANTED Bash Plate for XR250R 1998. This model lacks pillion footrests. Any suggestions regarding after market bolt on pegs appreciated. Tel: Ken Lord 01661 843094.

HONDA XR250RN 1992. 6K. One owner. 12 months MOT. £1400 ono. Tel: 01530 833674 (Leicester).

PRO-CIRCUIT Exhaust and alloy pro-circuit silencer for Honda CRM250. Perfect condition. No dents. £100. Tel: 01202 848245 (Dorset).

YAMAHA XT225 SEROW 1992 "J" Reg. 8 months T&T. Only 4000kms. Carefully used so vgc. £1500. Tel: John 0113 250 6523 (Leeds).

KAWASAKI KDX125 "J" Reg. Only 2000 miles. Data tagged. Excellent condition with spares including wheels and tyres. £1495 ono. **KAWASAKI KLX250 "P"** Reg. One owner, 2000 miles, excellent condition. £2495 ono. Tel: 01562 751088.

HONDA XL125RF 1985. Red, front disc model, Renthals, new chain and sprockets, few spares. Workshop manual etc. £500. Tel: 01244 533855 (Chester).

BELSTAFF Black Motorcycle Jacket with armour £45 MSR Blue 2 piece over jacket and trousers £40 Premier enduro pants £30. All inc. p&p and in ex. condition. Tel: 01332 874947.

KAWASAKI KLR250 "M" Reg. Black and blue, road use only, 2 owners from new. Main dealer serviced. T&T, vgc, £1500 ono. Tel: 01623 860901.

SUZUKI DR350S 1995, 6000 miles. T & T. Datatagged, garaged, well maintained. Two sets of wheels and tyres, one set off-road and one set 17 inch super motard sticky road tyres - excellent fun. £2395. May split wheels, some spares and manual. Tel: 0181 789 9673.

MOTORCYCLE centre



£100 Discount to
TRF Members

Used Enduro/Trail/MX bikes
from £900 up

SELECT FROM OUR USED RANGE:

CRM250-2	£2250 OTR
XR250 95	£2200 OTR
KDX250SR 91	£1700 OTR
KLX250 93	£2100 OTR
RMX250 91	£2000 OTR
DT200WR 91	£2150 OTR
CRM250AR	£3450 OTR
TS200R 91	£1650 OTR
Serow W	Models from £2150 OTR

HONDA XR250, XLR250 BAJA, XLR250RS, XL250 DEGRE

CRM 250MK1, 2 & 3

YAMAHA TW200, SEROW 225 MK1, 2, WR WE, DT200WR, TTR250, TTR250 RAID

KAWASAKI KDX200SR, KDX220SR, KLX250SR, KLX250ES, KLX300R

SUZUKI TS200, RMX250ST, DR250

As is price, i.e.: Trade Price available



OPEN 9.30 am - 6.00 p.m. Tues - Sat

**We Eat, Breathe & Ride Trail Bikes
Advice, Chat & Coffee are FREE!!!**

**RING NOW
01342 892768**