

## 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** John Stansfield, Tel: 07899 844872  
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, Farmingham, Off A20, Nr Brands Hatch*

**LANCASHIRE** Keith Westley, Tel: 01704 893215  
1st Tues, *Hindshhead 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** Rob Latham, Tel: 01952 592324  
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, Twyford, Nr. Winchester*

**SOUTH LONDON & SURREY**  
Steve Sharp, 0181 773 4204  
9pm every Wed, *Ewell Sports & Social Club, Banstead Road, Ewell, Surrey*

**SOUTH NORTHANTS**  
Trevor Gardiner, Tel: 01788 815927  
2nd Mon, *The Live & Let Live Pub, Harpole, nr. Northampton*

**SOUTH WALES** Stuart Dodwell, Tel: 01446 710851  
1st Thurs, *Welsh Institute of Sport, Cardiff, 8pm*

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

**SUFFOLK** Richard May, Tel: 01787 374073  
Last Wed, *Manger Pub, A134 Sudbury Rd, Bury-St-Ed.*

**SWINDON** Pete Owen, Tel: 01793 750557  
1st Wed, *Jacobs Ladder, Stratton St. Margaret, Swindon*

**SUSSEX** Bevis Billingham, Tel: 01243 585128  
Last Thurs, *Ashing on Social Club, Rear of Red Lion, A24, 9 miles North of Worthing*

**TEESSIDE & NORTH YORKS**  
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

# TRAIL

JUNE, 1999

No. 250

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

EDITOR: Fred Ellison.



Richard Smith and friendly Gamekeeper on moor near Kirkby Malham.

Picture by Roger Harris

## CONTENTS

Editor	3	Fuerteventura - Paradise	12
From the Membership Sec	5	Teddy Bear's Revenge	16
DR350 Ownership	7	Trail Riding in the year 2121	18
Exec Meeting Abridged Minutes	9	Letters	21

**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.freeserve.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: trfmemsec@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.*



Now record membership and lots of interest being shown both in TRF and Trail Riding generally, so do make a point of welcoming new faces. Some groups appoint a member to look out for new faces at group meetings to introduce themselves and other members and share information with the new member. After all, they were keen enough to join us and if we don't show them where they can ride legally then they will probably go and ride where they shouldn't, thereby alienating landowners and other users and that won't do us any good at all. We should perhaps point out that with rights go responsibilities, i.e. sensible use (see Code of Conduct), maintaining lanes and hopefully they will become keen members who will, in the future, help to run the TRF or do some research.

It is good to see young new faces and it is with them that the future must lie and hopefully they will want, as we have done, to leave our green lane heritage for future generations to use and appreciate.

My bike's still poorly and I can't wait to get it fixed so that I can be back on the trail. I'm looking for a four-stroke so I await with interest any reports you may wish to send in.

## 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](http://www.penrithmotorcycles.co.uk)

Tel/Fax

**01768 891300**

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

### 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

## Sharing

I have recently replied on our behalf to 'Rural England: a Discussion Document' sent to us by the Department of the Environment, Transport and the Regions (DETR) as part of their consultation process prior to the preparation

of a Government White Paper. It asked us to respond to a number

of questions set out under four themes: responding to change; strong (rural) communities; a fair and inclusive society; and working in partnership. I thought that I would share with you a selection of the comments that formed part of our response. They do not form continuous prose, but are I hope reasonably self explanatory.

The first paragraph of the DETR document reads: 'The Government is committed to building a modern country, respecting the past but also facing the future with confidence and to a fair and decent society, governing for all, not for the few. The Government believes this can only be delivered by working in partnership with all parts of society. Thriving rural communities within a high quality countryside enjoyable by all are an integral part of this vision'.

The TRF response commences: 'We believe that it should be a countryside for all. One whose management needs to encompass both our heritage and current needs. From our experience as a minority group, we know that this will require a willingness to understand factual evidence and tolerance of legitimate minority interests by the majority. However, consensus management is achievable and given a framework which encourages participation and dialogue, minority groups will ensure that their activities deliver their part in a sustainable countryside. The TRF already contributes to and would wish to commend, the continuation of forums such as the Countryside Recreation Access Groups (CRAGS) and the implementation of sensible guidelines for sustainable access, like the DETR report 'Making the Best of Byways'.

'We would agree with a 'Sustainable Development Policy' which fairly balances everyone's interests. However, we recognise that there is something of the soundbite in this. It's a 'Good thing' like 'Mother's Apple Pie'. With the rise in a new career path in Countryside Management there needs to be an awareness of avoiding an over-protectionist attitude to every perceived problem. It should be recognised that paradoxically wild life flourishes on military ranges and the embankments of the Motorways. What is suitable and what is appropriate is often in the eye of the beholder and cognisance should be taken of that fact. Trail Riders are currently helping to police a 'Sheep-Watch' scheme in Yorkshire and will be helping emergency services in Cornwall during the forthcoming solar eclipse'.

Trail Riders journey extensively throughout the hinterland of England and Wales where it has long been our experience that the countryside retains its solitude and tranquillity, apart that is from the 'Honeypots'. Regrettably this phenomenon has extended to something akin to strip development along some

managed Trails. Thoughtful management would encourage the use of maps so that the public could self-select from the total breadth of our countryside those areas it wished to use for its leisure pursuits. This would avoid the problem mentioned above and also the 'dumbing -down' approach associated with, for example, our National Trails which take on the atmosphere of a pedestrian motorway.'

'In matters of Rights of Way the TRF has something to offer. We would suggest that the dissemination of accurate, balanced information would do much to help. Information gives rise to understanding and enhances the opportunities for participation in self-regulated behaviour and codes of practice'.

And here we go on to speak of the 'Hierarchy of Trail Routes' as an all party working example of user access and management in the countryside. Then finally we go on to say.....

'The TRF, while applauding the concept of local involvement and subsidiarity, would wish to point out the need to balance the influence of the relatively well-to-do who have moved into the rural setting but who do not share its traditional culture. They can be described as NIMBYs and in many areas they dominate the Parish Councils. For this reason we would caution the DETR against giving too much power to the local councils, there needs to be a moderating influence to ensure the best interests of all'.

My latest information on the new Countryside Agency is that it will be looking at the replies to this consultation, along with other information, in creating its strategy for an 'improved' Rights of Way Network. The presently proposed mechanism for this is to create new local access forums - for which each TRF Group needs to prepare. Please heed the advice from recent Executive meetings, read what has been said, discuss it at your next Group night, because everyone needs to know where they stand and what needs to be done.

See you on the Trail

*Dave Giles*

## From the Membership Secretary

Firstly I hope you are all well and have managed to get a few lanes under your belts since renewing your membership, or indeed joining. For those of you who have recently joined I hope our Fellowship has been all that you expected, though I do know from one or two letters received that this is not always the case. To those folk I urge, stick with it, remember all the group committee members are volunteers without which there would be no group at all, no TRF and very probably very few green lanes left to enjoy and pass on. If you persevere you will find others within the groups that you will have very much in common with, whether it's comparable riding skills, likes and dislikes of different riding terrain,

personality, etc. or even locality. The local groups supply the nucleus, take from it what you can, get yourself established, then over time use your influence to mould the group and the TRF as a whole. You will then be in a position to put back in what you have taken out and help secure a green laneing future for us all.

That's enough patronising from me for now! Membership as a whole is going really well, with record amounts of members renewing, though some have had to be reminded. (*A dreaded white envelope popping through the door*) You see it pays to persevere. Members have put comments like "I give up. Here's my subs", or "I have to admire your tenacity" etc. To those who responded to them, thanks and all apologies and excuses graciously accepted, but remember, though subs were not paid until late they are still due in January 2000 and prompt payment helps me out no end. Those who have made my life a misery by recruiting members, what can I say, keep it up! Thanks to you, we are in a very strong position and now it is up to us all to keep those new members.

When I took on this job I had no idea what or how much time or work it involved, but what surprised me was the kind ditties that members wrote when renewing their membership, thanking me for taking on this auspicious position and what surprises me even more is the generosity shown. By this I mean the amount of Fellows who made donations to the Fighting Fund (*Fellows meaning members of the Fellowship, boy or girl*). I hope I managed to thank you all, but if I didn't please do not be offended, it hasn't gone unnoticed. Thank you.

As some of you will know, not everything has run as smooth as silk from this end, but I hope that next year, with the help of Fred the Editor and the lick and stick team who get the Trail to you each month, I will be able to send personalised renewal forms to you all. This will save you from having to write things on the blank form and then me having to decipher what it is you wrote. You will just have to check the details and send it back, not forgetting to include a cheque or similar. This method has an added bonus of saving me precious time. The above may demonstrate to you that you do not need to have much of an idea about journalistic skills to share your views with your Fellow members.

I hope that by now you all know who the Membership Secretary is, so there will be no excuse for bothering Graham Stratford who has spent the last 6 months forwarding things to me. Thanks Graham. If you have old forms with his address on I have got some small stickers you can put on them, or ask for some new ones.

I will finish now - phew I hear you say - on a less happy note. My 9 month old XR250 was stolen from the first national exec. meeting I attended. This actually caused me some hardship, but has finally been sorted with the insurance company. Alas, the trailer to which it was chained was not insured. So if you see a strange looking camping type trailer made from steel box tubing with 18 inch high sides with 4 box tubing posts and an angle iron top rail painted white and boarded with black tongue and groove wood and the front has a gap just big enough for a front wheel to fit and a liftout tail board made with the same angle iron and boarded

with the same wood but double thickness and lights fixed either side, I would be glad to have it back and offer a reward of one year's subscription for its apprehension. Alas, thievery seems to be the scourge of our pass time and as big a foe as any.

For those of you interested in what the Membership Secretary does, may I suggest that you read Colin Patient's article in the November 1981 issue of Trail. Things are much the same, though wrist ache is no longer a problem.

Please note my new e-mail address on inside of front cover.

Kindest regards to you all

John Pritchard

## THE PLEASURES AND PITFALLS OF DR 350 OWNERSHIP

After all the fun I had with my KLX 300 and the Gas Gas 250, I thought I should try a bike that I've never properly tried. After the sale of my Gas Gas somebody in my local group happened to be selling a 1997 DR350. I had read up about DR's and found that after 1996 they were fitted with better forks than the older models. The newer forks are fully adjustable for rebound and compression making them very adjustable to suit different riding situations. The model I bought was the enduro model.

My first ride on the DR proved to be better than I thought. I actually enjoyed myself, I found the bike very manageable and it steered very well. It seemed to go where I pointed it. That surprised me. The power from the motor is very good. There is quite a lot of mid range power, but you don't go any quicker by revving it. I learnt to ride the bike in the middle of the power then shift up to the next gear. The suspension on the DR is very good. The forks seem to be able to soak anything up that you can throw at them. The adjustment for rebound and compression is very good and there is a big range of adjustment to suit everybody. The rear shock also has a complete range of adjustment allowing it to be changed very easily to cope with different terrain. The gear box on the DR is very good. Very rarely did I miss any gears.

The only change I have made is to put a 14 tooth front sprocket on if you know the terrain is going to be technical. If you do a lot of roadwork you would be better leaving the standard 15 on. The DR is so reliable that I just keep planning runs and don't seem to worry about having to fix the bike. Apart from the usual nothing has gone wrong with my DR. The bike is just cleaned and oiled after every run ready for the next outing.

I have just sorted my computer out to use the internet (I always wear my anorak when using my computer). I have found a DR350 web page that is very good and informative. You can even download DR350 wallpaper. I will be writing again soon about the internet. I am compiling a list of web pages about dirt bikes. I recommend the TRF web site because it is very good and informative.

ps. I have now sold the DR and bought a CBR600 and a KDX200. A report will follow soon.

Phil Holland (Sumo) Ribble Valley

# NOTICE BOARD

ALL LARGE TRAIL BIKES  
(650 KLR, KLX, etc.)  
Sunday Bike Ride  
in N. Wales.  
Easy Tracks.  
No enduro bikes  
JULY 18th  
Interested.  
Phone Keith Hebson  
on 01785 243805  
6 - 9 p.m.

## 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, TECHOSEL, FRESCO, REIKON, & RENTHAL** product range, **BERMA & D&D** chains, **TALON, RENTHAL, SUPERSPROX, APICO, & JT** sprockets, **PIRELLI** Tyres, **SINTERED & KEVLAR** brake pads, **SMITH** goggles, **WHEEL** Bearings, **HEADSTOCK** Bearings, **BRAKE/CLUTCH/GEAR** Levers, **TALON** wheels supplied, **SUPER MOTO** conversions a speciality.

**FULL WORKSHOP** available for **BARREL REPLATING, REDORES, 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

## MOTION FOR 1999 AGM - CONSTITUTION

6.3 Group activities shall only be available for TRF members.

Groups shall not levy supplementary subscriptions, but may if required claim a proportion of the Annual Subscription in respect of Members who have nominated that Group, to defray local administrative costs.

Members may only nominate one Group and the proportion of Annual Subscription which may be claimed shall be determined by the AGM and shall apply from 1st January the following year.

6.8 [delete] "Groups and"  
Proposed by Mark Holland.  
Seconded by Jeff Ward.

## HAVE YOU TAXED YOUR BIKE SINCE 1ST APRIL THIS YEAR.

If you paid £65 tax then you should GET a rebate of £5 from DVLC as there was NO INCREASE in the budget.

Tax discs will remain valid even though they will show the wrong tax rate.

Anyone not receiving a rebate in the next few weeks should contact DVLC on 01792 772134.

## Abridged Minutes of the TRF Executive Meeting held at:Becketts Island, Wythall (S Birmingham) on 24 April 1999

Attendance: 27 individuals and 15 Groups.

Welcome and Outline of the Day: The Chairman, David Giles, welcomed everyone and outlined the Agenda: the morning would be spent on TRF business including Finance, Membership and a RoW update; after lunch it was proposed to run 2 workshops: one concerned with our ROW Quality & Cataloguing and the other with Publicity & Information.

National Secretary: The Chairman introduced Karen Wilson who has volunteered to be TRF Secretary until the next AGM following Jonathan St John's resignation. The meeting approved and welcomed her to the post.

The minutes of the January Exec Meeting were approved and the following Matters Arising dealt with:  
1). Training: Principal items discussed include the need for all TRF Groups to reinforce their efforts on RoW work and to pay more than just lip service to the TRF Code of Conduct. This was essential in order for us to represent ourselves effectively at a number of anticipated Access Forums in the near future. These forums will arise as a result of the 'Right to Roam' legislation to be put to Parliament, and will effect vehicular access. We must increase our training and liaison activities to cope with this.

2). Handbook: Dave Clegg had volunteered to remove out-of-date information from the first edition of our Handbook. An updated print-out had been passed to the Chairman.

Action: Fred to quote for the printing.

3). Leaflets: John Gardiner and Keith Westley produced a draft of the new TRF leaflet they had been working on, which was well received. They were requested to add the Code of Conduct and to emphasise the non competitive nature of the TRF, and then to liaise with Richard Marshall & the Finance Committee over its production. Action: Keith Westley & John Gardner.

4). TRAIL magazine Review: Derrick Collins & Brian Harwood presented an excellent report as bullet points on overhead projector slides. Their review concluded that TRAIL is vital for keeping in touch with the membership and in advising them of potential problems, events etc. It currently costs £14,000 per annum which is partly funded by Advertising. If required, the magazine could be increased in size by up to an additional 8 pages for the same cost of postage. But this would necessitate a sustained increase in suitable articles, letters & clear photographs from the membership. Quality was the key; bad language and bad practices were not welcome.

Action: Derrick & Brian were requested to share their views through a short article to TRAIL

5). Sustrans liaison: Gwyn Thomas confirmed that Sustrans is against vehicles in the countryside on the grounds of aesthetics and noise, but they have agreed to continue liaison.

6). Axe Vale Group: Gwyn Thomas confirmed that he is speaking with members of neighbouring groups, including Martin Harding. Because of a clash of dates no other Groups from the SW Region were present. The Chairman said that he hoped that we would all learn from this experience of a request to form a new Group. In future the TRF would be well advised to ensure that adjacent Groups were happy about their boundaries and overlapping responsibilities with the proposed new Group, with particular reference to RoW work.

Membership Report: John Pritchard had gained a good response from sending out individual reminders to members, the membership now stands at 1,957. The Chairman reported on a suggestion from the South West to stop the practice of levying a Local Group fee in addition to the National Membership fee. Replacing it with a scheme whereby a part of the National fee was returned to the local group on a quarterly basis. For example, using typical current figures, charge £25 National membership fee with £5 being returned to the local Group nominated by the applicant. Where no Local Group was nominated the £5 would be donated to the fighting fund. On balance this idea was thought to have a lot of merit. Would Groups please discuss this. Items for the AGM must be with the Secretary by the end of August.

Finance Report: The Treasurer reported that we are covering our costs with the present membership fee and that our projected costs are on target. The Fighting fund shows a healthy balance. There may now be a need to process the Norton Maireward fund for those who stated a wish to have any 'excess' returned. The Finance Committee were requested to review Mileage expenses for authorised TRF business. It was last set at 15p/mile 12 years ago.

Action: Finance Sub Committee. Bursary funding: Tim Stevens asked whether the TRF is able to support legal cases in conjunction with other users e.g. BHS, BDS or the Cyclists. Alan Wilkinson

explained that there are 3 applications for fighting cases in at present and the committee would consider support where possible. Alan Wilkinson announced that this would be his final year as Treasurer.

Action: All members to identify possible valid candidates for nomination.

LARA Reps Report: Richard Hawker gave a résumé of the meeting: The creation of the LARA Forward Plan for 2000 - 2005 needs input from member organisations in order to claim financial support from Sport England (was Sports Council). The Hierarchy of Trail Routes in the Lake District, now has a Trail Management Group set up to take it forward. The activities of the Vauxhall 4x4 Club are continuing to give concern in the Yorkshire Dales. Green Lane Day was reported to be a success. Concern was raised over the future of Roger Bailey's Welsh RoW records and the need for finance to save this archive. A New RoW 'think tank' would produce a 'shopping list' for future legislation. The condition of the Ridgeway is giving concern even though there has been voluntary restraint during wet weather. The recent MCI booklet called 'Offroad' - did the TRF no favours with the image portrayed and the incorrect contact details. The TRF was asked to put their concerns in writing to the MCI.

Action: Chairman to write to MCI with copy to LARA MFU & Richard Marshall to follow up the Ridgeway situation.

RoW Report: Richard Marshall explained that recently much of his time has been taken up with problems in Derbyshire. There are 4 prosecutions pending for riding on 'bridleways' which also carry UCR status. An individual has been given legal aid to pursue a Judicial Review with respect to the Hope Cross route in Derbyshire. Richard asked everyone to obtain the Countryside Agency publication No: CCP 550 so that they are aware of the possible implications for the future of trail riding.

Richard has had several enquiries for training in RoW research and will try to set up something later in the year.

Action: Richard Marshall to set up research training & to follow up Roger Bailey's records.

Following lunch the meeting split into two lively and participative workshops which reported back as follows in the plenary session.

Rights of Way Work: All Groups are required to review the routes they use and to advise their members that only those with historical evidence of vehicular rights are to be used. Only current members, at the time of any alleged offence, who followed such advice would be supported by the fighting fund. The ultimate responsibility for the use of any route rests with the individual.

There is an urgent need to encourage further RoW work and for Groups to use a common PC data base. Would all members please identify anyone (including non members) with an interest in doing research work so that they could receive support and/or training.

Action: All Group RoW officers need to liaise over this; Richard Marshall to co-ordinate.

Publicity & Information: There is a need to update our Literature, Advertising and our Handbook. This would enable the TRF to say exactly what it is and what it does, so that newcomers are not misled into thinking they are joining an Enduro Practice group. There was need for a 'Starter Pack'. There had also been considerable discussion about 'the media' and how best to use it - if at all! It was agreed that TRF literature and advertising should more accurately reflect the purpose of the TRF with due weight being given to research, co-operation and considerate use of the countryside. Alan Wilkinson was asked to revise the wording for the TRF advert in Trail Bike Magazine so as to emphasis our non-competitive stance and not to re-advertise when it runs out.

Actions: Alan Wilkinson to re-word the current advertisement.

Any Other Business:

Enforcing the TRF Constitution: Tim Stevens wished to discuss two incidents: the first was reported in a letter to TRAIL by Robert Wilson over a group of riders who had been unnecessarily abusive when passing a work site on Green Lane Day. And the second was when a TRF Group had refused to co-operate with information for the setting up of a vehicular ROW data-base. Both instances being contrary to our Constitution. The Lanc's Group said they would look into the first situation and over the second, which included some 4x4 users, it was felt that we should avoid prejudice and practice tolerance.

The Chairman asked for help to correct the draft minutes so that we might speed the process of getting a report into Trail.

Date & place of Next Meeting: 4 September 1999 at Beckett's Island, Wythall, at 10.30 am.

**RALLY**  
of  
**DISCOVERY**  
**IRELAND**



<http://ireland.iol.ie/~philgunn>

## CLARE NAVIGATION RUN SEPTEMBER 17th TO 31st

We are pleased to announce the dates for the above run that will take place in the County of Clare in the West of Ireland.

This run will be open to trail motorcycles equipped with GARMIN GPS units. The maximum number of machines will be 40 and currently there are about 20 places left.

The accommodation will be in a 3 star hotel and will include Dinner, Bed and Breakfast, all maps, etc.

This event also is on at the same time as the famous Batchelor Fair in Lisdoonvarna, so a weekend of Riding Motorcycles, Good Food, Good Craic and Good Company is guaranteed.

Price for this adventure is £140 sterling per person on a shared room basis.

If you require a GPS we have got some Garmin GPS 12 x 1 units at the very good price of £135 sterling each. Also mounting brackets and power cords.

**Telephone 00352 21 889462 for details**

**or check out the web site**

**<http://ireland.iol.ie/~philgunn>**

## FUETEVENTURA - PARADISE

I guess I am a relative late comer to trail riding being 40 years old before being introduced to the joys of trailing by a friend whilst on holiday on the Greek island of Zakynthos. Well its 4 years on and I haven't looked back since and am well and truly hooked! A few years ago my partner Julie and I visited Fueteventura in the Canary Islands and tried in vain to find a bike hire shop, we had to make do with a car as the rep. told us that there were no bikes for hire on the whole island. For a week we had tantalizing glimpses of fantastic trails alongside the volcanoes and running down the coastline with no one riding them except an occasional 4 by 4.

Earlier last year fellow TRF members John and Anne Firth told me that they had visited Fueteventura for a weeks trail riding during the Spring bank vacation and said they had actually hired a couple of DR350's from the same resort that we had stayed in earlier - Caleta de Fuste on the east coast. That's holiday reps for you. Anyway that did it, we booked a return visit in January of this year, packed our helmets, gloves etc. and off we went to ride those trails.

First day and a visit to Mal's Fun Club in Caleta, only to discover that the shop had closed down. Not to be put off I phoned their main shop in Corralejo at the North of the island and yes! they were open for business. We jumped on a bus and a couple of hours later we were riding our first trail. The trails that run along the North of the island and down the West coast actually start right outside the Bike Shop "which was nice!". The trail starts off on hard compressed sand with occasional hard volcanic rocks protruding through and eventually changes to stretches of rocks and soft sand, approaching El Cotillo the surface changes to soft yellow sand - that was more like it , a bit 'nadgery'. At this point I should point out that Julie can't ride so we were '2 up'. This helped on the DR as with Julie on board I could touch the floor with my feet on the occasion I lost my nerve and had to place a few dabs on the sand with my feet - I'm a 'shortie', my usual bike being a Serow. Julie is also a good navigator so we make a good team. The scenery is brilliant on this stretch of coast, in constant view of the crashing Atlantic surf, hot 70 degrees sunshine and in the middle of Winter too. Reaching El Cotillo we decided to continue on South heading for the small fishing bay at Los Molinos. From El Cotillo the coastline changes dramatically to massive cliffs with the trail running along the top, sometimes only feet from the edge. The surface again being different - a mixture of rocks and brown earth, sometimes rutted with the ruts running across the trail, this made for some interesting riding, particularly for Julie. After about 10km the trail was interrupted by a deep ravine so we had to follow this inland to find a crossing point. Eventually we found a descent into the dried up stream bed and rode up this for a while to find the trail on the other side. It was here that I misjudged the surface conditions (soft black sand in parts). The front wheel slid away and instead of powering out of the slide I braked and we had a slow and majestic 'off'. The bike went over with us still hanging on to it and

luckily we fell into the sand. More concerned with the condition of the bike I quickly picked it up and no damage done. We were ok too, Julie being a little shaken but "all in a days trail riding darling". The bike fired up first time - The DR's are all 'electric versions', and we were off to continue the trail. There were several possible routes here but we decided to stay as close as possible to the sea and followed a route back along the tops of the cliffs with the spray from the pounding surf blowing over the tops and onto the trail. We eventually descended into Los Molinos on a nice steep set of hairpins with Julie squeezing me ever tighter as there are no barriers at the side of the tiny track which was full of pot holes and loose rocks. After a rest we headed back on the main roads to Caleta. These roads are brilliantly surfaced but as there is always a constant NE wind blowing on the island we really felt shattered when we got back - it is also a good idea to take some ear plugs with you as the wind can be quite punishing on your ears when doing 'road work'.

The next day we were quite saddle sore so decided to potter about on the trails near to the resort. The coast trail South starts alongside the beach behind the fish restaurant - a brilliant place, they don't have a menu , they present you with a tray of that day's catch and you just take your pick - highly recommended. The trail follows the coast to some salt beds at Salinas del Carmen and then on to Pozo Negro, a tiny fishing hamlet with just a couple of fish restaurants and a few dwellings. After the nice and 'nadgery' decent into Pozo Negro the trail loops inland for a while down a valley strewn with alluvial deposits covered with lichen. The scenery was striking, like being on a science fiction set - on another planet. The trail too was perfect, lots of varying surfaces and lots of bends in and out of the old river bed. The trail continued to the main road and alongside this until it looped down the next valley. This was completely different terrain, loose shale compacted in parts with some magnificent volcanic hills on either side - this made for some interesting riding. However we ended up safely on a completely deserted beach which was ideal for lunch. We returned by road, again tired by the pressure of the wind and nearly got blown off by lorries coming in the opposite direction - causing a tunnelling effect from the wind.

The next day the wind had dropped somewhat so we decided to travel down to Jandia at the South of the island - to pick up a trail that ran through the largest dune field on Fueteventura. This necessitated a longish and somewhat boring road journey - straight roads and not much to see, but the desert type trail on the map looked well worth it. The South Peninsula could well be on another island as the topography is completely different from the rest of the island. The road journey was boring and seemed to take forever (only 56km) but eventually we found the trail which runs from the East coast along a ravine to the West coast. This was the stuff - winding along an old river bed which gradually got tighter and tighter until we had to climb sharply out of it and up the side of a smallish volcano. The surface changed from hard/soft river sand and loose boulders to loose pieces of hard cinders and eventually the bike lost traction and we walked the rest of the way to

the top to discover a view to end all views - you could see down to the most southern point of the peninsula with miles and miles of deserted golden beaches, the range of mountains gradually decreasing in size right down to the tip - Wonderful! We back tracked down the same trail and found the turn off into the dune fields. There was a fairly well defined cobbled start to the trail which quickly disappeared as the trail got covered with the fine golden sand and tiny shells blown from the dunes. The route climbs quite quickly until you are at the top of a massive dune and all you can see in any direction are more dunes and the sea alongside. We stopped the bike and just drank in the complete and utter silence. After drinking our fill we continued down the other side of the hill with legs all over the place, particularly on the bends. I still haven't got the confidence to keep my feet up all the time on sharp descents on soft sand with the front wheel slipping away all the time. The trail continued like this for several kms with lots of side trails down to the cliffs and the sea which we decided not to try. This was to be one of the highlights of the week as the desert landscape was stunning and it certainly improved my riding technique whilst travelling on sand. Eventually we reached the end of the trail at La Pared and a windy blast on the road back to base.

The next day we decided to ride some inland trails across to the West coast visiting the ranges of volcanoes circling the central plain. Lots of variation here with our first mud! Yes it had rained in the night and we actually had some surface water and mud on the valley floor. We skirted these 'puddles' for Julie's sake and had a great time navigating our way across miles of various trails that we could choose from. We stopped and climbed the slope of one volcano and again listened to the silence, only punctuated now and then by the sound of bells from the herds of goats that freely roam the island. We decided to carry on to visit the dam at Mal Paso - formed in an incredible ravine of massive plutonic rocks, striped and shaped into strange forms. It was at this point that the sky suddenly darkened and we had a short but dramatic rainstorm so we sheltered in a cave and let the DR take the brunt of the rain.

The next day was our last with the bike so we decided to find the northern dune field called El Jablito and the trail that crosses it to El Cotillo, then on to Corralejo via the coast trail. We started early to make the most of the day, the wind was fairly punishing again on the main roads, but eventually we found the start of the trail just on the outskirts of La Olivia. This was a brilliant trail, again with loads of varying surface conditions and some dramatic scenery. Eventually we reached the dunes of El Jablito and got off the bike to take some photo's. Leaving the dunes we continued on northwards towards the coast, ignoring some interesting side trails until next time. The trail descended to almost sea level and at this point we had to wind our way up and down several small stream beds, sometimes travelling along the bed bottoms to find a way out at the other side, these got progressively shallower and thinner to the point that I told Julie to "hop off" and "I'll jump this one" I cleared the gap but something went wrong and I landed front wheel first, the bike hit hard, the wheel wasn't pointing straight at this point and

I crashed over on my right side onto hard compressed sand with the bike on top of me. Luckily I was wearing my helmet as my head and shoulder took the brunt of the crash. Dazed, I quickly got the bike upright to check all was well. I couldn't believe it, the bike was undamaged and so was I except for a bruised foot, shoulder and pride. I still don't know what went wrong as I would have had no problem with my Serow - a lot lighter bike. We continued on to El Cotillo for a rest and to soak my now bleeding foot in the sea - the best thing for it as it took the swelling right down. We took it very steady on the return to Corralejo, we stopped half way there for Julie to take some photos and I blasted off by myself for a bit of solo riding - mostly to regain my confidence - at this time I discovered that the cross ruts on the trail are best travelled at a slightly higher speed as this irons out the bumps - not practical 2 up. We delivered the bike back undamaged with me trying not to limp and returned back to Caleta on a bumpy coach - funny how I didn't feel the bumps on the bus going up there.

So, a brilliant weeks riding on some of the most diverse trails, no peat bogs or gates to open/shut, an average of 70 degrees temperature daily but enough of a breeze to keep cool whilst riding, clear blue skies, fantastic scenery, fantastic eating and a whole lot of fun. I guess that's why Mal's shop is called 'Mal's Fun Club'. The bike cost 25,000 pesetas for 5 days or 7,500 for 1 day At 230 pesetas to the pound this is approx £108 for the 5 days, more expensive than car hire but well worth it. You can go self catering to Fuedeventura in January for as little as £120 for

a week so its a real bargain. If you are thinking of visiting the island for some trail riding then I would suggest that you fax Mal's Fun Shop to reserve a bike on 0034 928 535152, he also has KLR650's for hire and the 7 day rate is even cheaper. I know that the island is popular with German trail clubs so it pays to make sure that you call to reserve your bike/s. If you like a quiet resort then stay in Caleta de Fuste, if you fancy some 'night life' then stay in Corralejo with an abundance of pubs and clubs. Finally purchase the book of the island (sold in all the supermarkets) as it has most of the trails mentioned in the back of the book with some good navigation pointers.

Mark Bromwich

## 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
C18	(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 £20 'O' ring chain  
Hard wearing Steel Front and REAR sprockets.

RMX250, DR350, KDX200, XR250, KLX250, 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)



## THE TEDDY BEAR'S REVENGE

Avid readers of Trail will recall Leo Crone's kind description of the Teddy Bear's futile efforts on the 1998 Coast to Coast (Trail No. 245). Not to be outdone, this year we decided on a cunning plan.

- Volunteer to lead - this ensures we can ride at our own pace
- Cut down on the sherbet
- Get some more suitable tackle

The Tenere and KLR650 were left at home and 6.30 a.m. on Friday morning saw us loading the trailer and bidding farewell to our loved ones. Good progress was made up to Preston, where we attracted the unwelcome attention of an innocent looking V6 Vauxhall Vectra with a flashing "STOP POLICE" sign in the rear window. Police cars in Wiltshire are usually white with a red stripe and blue flashing lights. Great start to the weekend!

Pete (KDX200) had plotted a gentle warm up run from Calgaith and after a pub lunch we climbed into the clouds and explored the fells towards Alston. Greg's Bothy was a particularly welcome sight through the mist and we marvelled at how the miners of the 18th century survived a full week on the hills before returning to the bosom of their families and all before Sky and Radio 4 too! We arrived back at Calgaith at 6 p.m., but Reuben rode on to Hawes, whilst Pete and I followed at a discrete pace in the car.

DAY 1 - Saturday morning dawned and we were in Scarborough by 8.30a.m. to sign on and meet our new friends for the weekend. Our group was designated 'slow, scenic with a pub lunch' and we were somewhat relieved to find that our fellow riders included Ian on a Serow, another Keith on a Pampera and Mike on a very unusual XT200 import from Dubai.

The area around Scarborough is almost unknown to us, however thanks to Leo Crone I had plotted a route designed to take in the usual rights of way around the Wykeham and Darby Forests. After the delightful double ford in Thornton-le-Dale we followed the A170 through Pickering before taking a right over Hutton Common and traversing the open moorland of Rudland Rigg to descend at Bank Foot. So much did Pete enjoy this drop that he turned right round to climb the hill only to return five minutes later with a very flat looking front tyre. A flailing of arms and much expert advice from the sidelines soon had the KDX up and running again and we went off in search of lunch at Swainby. The fourth aspect of our cunning plan came into play here. Instead of running North and West after lunch, like, we suspect, most other groups, we headed South and West via Northallerton, Bedale and Masham to the village of Grewelthorpe. A superb open lane then took us 15 miles or more over Grewelthorpe Moor to skirt Scarhouse Reservoir before a steep climb up over Arkleside Moor and a descent into Coverdale. A sharp left in the village of Carlton took us past Howden Lodge and down the treacherous descent to Cote. Time was now running out if we were to collect our bags from the support vehicle and we pressed on with one more

drystone walled lane near Thorp before signing off in Hawes.

DAY 2 - meant we were now traversing more familiar terrain and Pete and I decided on a bit of role reversal, with Pete leading and me playing tail end Charlie. Again we planned to avoid the others by heading South and West towards Blackburn. The Pennine Way took us over Dodd Fell to Cam End, where we encountered an irate cyclist. An interesting exchange of views had us agreeing that we would disagree on the cause of damage to the road surface before we shook hands and wished each other a good days riding. Shortly after Cave Hill Reuben got a little over enthusiastic and executed a perfect triple salka with his DR250 landing on top of him as a finale. Just goes to show that it is possible to put a triple bend in a pair of Renthals.

Probably the second highlight of the weekend was next after Horton in Ribbleside. A turn North up the B6479 took us to Low Moor, where we executed a left and after a series of gates rode across open moorland to the spectacular sight of the limestone pavement at Moughton Scars. This is arguably more attractive and remote than the more touristy Malham, a few miles further East. This was followed by a descent into Clapham, through the eerie tunnel at Ingleborough Hall.

After filling our petrol tanks and satisfying our hunger at the garage in Ingleton we headed South over Clapham Common to pick up the road over Salter Fell, before the final run down the A683 and a welcome pot of tea at Hest Bank. This wasn't enough for Pete who searched in vain for the by-way which crosses Morecambe Bay. Next year Pete, I promise! Seriously, if any TRF member has ridden this right of way Pete would be pleased to hear from you on 01225 810876.

A quick run back to Hawes for the car and trailer was lengthened by a small diversion once more along the Pennine Way before we set off for the 7 hour crawl back down the M6 to arrive back in Wiltshire at 1.30a.m. on Monday.

Reference to the Coast to Coast engenders mixed reactions from TRFers. Its aim is to provide a focus for members and encourage a sense of a NATIONAL Club. It is certainly not a veiled attempt at a club enduro. The Coast to Coast caters for riders of all type of machine and ability and long may this remain. It is also perfectly possible to find some long off tarmac sections and not see another trail rider all day.

The Wiltshire Teddy Bears intend to be back in force next year and look forward again to a 'slow, scenic run with a pub lunch'. If you fancy a weekend trail riding in good company and in beautiful and challenging scenery why not join us and give the Coast to Coast a go in 2000. Keith Johnston, Wiltshire Group

*Ed. Pleased to see that you enjoyed it so much and you are right, it is first and foremost a fun run and if you want a leisurely run don't be afraid to say so before, not after, the event. I'm sure Phil Fawcett will be pleased to arrange it. Don't forget it is two days riding over what could be described as challenging terrain.*

## TRAIL RIDING IN THE YEAR 2124.

Steve said it would be nice to ride the old Birmingham to Bristol road at the weekend if I felt up to it. As I had just serviced the old girl, a vintage Honda XR650RZ, I said ok also coming along was Clive who had a vintage Yamaha WR450. Both bikes date from around the year 2015 when all vehicles still ran on the surface and used a petroleum spirit as a fuel, this is much too hard to come by in large quantities in these times as it has to be distilled from a fossil fuel called crude oil and nearly all this was depleted in the 2080s. Both our bikes have been modelled to run on hydrogen with the old fuel tank shell being used to house the small fuel cell and water tank. 7 litres of water produces enough oxygen and hydrogen for about 150km but we also carry some spare water.

We set off at 8.00am sharp on the Saturday, Steve was on his more modern KTM 65KW surface Trekker powered by its sealed for life fuel cell, although it has been said that after 15 years the performance starts to drop off. It seemed strange to ride along the surface with all the traffic flying high above our heads. The only other traffic on the surface was the odd local electro transporter taking people to and from no fly zones. They, like our bikes, still used wheels. We left the paved surface and using old A class tracks started our way towards what used to be Junction 5 of the old Birmingham to Bristol road. It used to be known as the M5, the M standing for Motorway, and is how Air Route 5 took its name as it follows the old road's course South to France, but the old road only ran as far as Exeter. There is still a preserved stretch of motorway near Nottingham where enthusiasts run old surface vehicles designed to run on a smoother surface.

We reached the old road and scrambled up to an elevated section where once a concrete bridge had linked the Motorway to the rest of the old road heading North. The bridge was demolished about 60 years ago for redevelopment and there is no trace of the road to the North where it used to join another M road. After reaching the top of the embankment we headed South on what would have been the North bound side when the road used to carry surface traffic in its heyday as they drove on the left then. The track is lined with large oak and ash trees with a small wooded area in what would have been the central safety barrier area. The width of the track varied from just wide enough for a vehicle, to about 40mt where the road opened out at bridges and fly overs where you can appreciate the scale of these roads. Most of the large bridges have survived, being engineered to support large load carrying traffic. Where bridges had not survived we had to descend the bank and climb up the other side. Steve's modern bike came into its own with its two wheel drive and compulsory traction control making easy work of the steep climbs but the old bikes were more fun. As we got near to populated areas we could see the remains of old standard lights that had survived being salvaged all those years ago. We passed lots of other trail traffic and lots passed us. Other bikes and vehicles were heard heading North on the other old carriageway. This is not surprising with trail trekking being one of the nation's favourite pass times, but these M class tracks seem to get overlooked with so many A and B class tracks within easy reach of every habitat and the ease of transporting trail bikes by air shuttle. We arrived at the outskirts of Bristol at about 7.30pm where the track comes to an end as the rest of the old road has not survived. We spent the night in Bristol and made our way back on the Sunday, this time taking the other right hand track and making good time. The Futures Bright the Futures Green.

*Andy, Black Country TRF*

# 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**

# TRF MERCHANDISE ORDER FORM

Name ..... TRF Group .....  
 Address .....  
 Phone No. .... Postcode .....  
 Date .....

Please CIRCLE required size and/or colour  
**T-SHIRT** (white with large green TRF logo on front) £5.95 + 50p p&p  
 S M L XL XXL

**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

**Ski Hat** (with small round TRF logo)  
 One size fits all £5.50 + 50p p&p  
 Maroon/Green/Black

**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.

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 fax 01325 467330  
 Office Hours  
  
 6 Clifton Rd Darlington Co. Durham  
 MAKE TRACKS WITH US

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

# letters



## COAST TO COAST '99

"Another great weekend". "Best one yet". "Excellent riding".

Just a few of the many comments we have had about this year's Coast to Coast. It was nice to see old friends and also to make new ones and I hope everyone enjoyed it as much as we did.

Can I say a big thankyou to Group 7 for the lovely flowers. They were great and just in case the fellas forgot to say it "Thanks and well done" to all the wives and partners who follow the event and make it possible for the lads to ride it!!!

I hope next year's is something special and see you all then. *Linda Fawcett*

## FOOTREST PROBLEMS

Re Steve Pighills letter - TLR200. An excellent little bike. The one I owned had a buckled gear linkage and had been replaced by a standard Honda gear lever mounted directly on the shaft. No problems - worked perfectly.

Re Ken Lord's advert re footrests for the passenger for XR250RV '98. I own the same bike. Husky Sport sell bolt on pegs for their products, but they are not cheap. It may be possible to adapt them, but similar items would be available from a breakers - a lot cheaper! A word of warning. Fit pillion rests and your bike will need direction indicators! From memory these are compulsory from about '86. However, bikes designed and used primarily off road and designed to carry only the rider are exempt, i.e. trials and enduro bikes. If you remove indicators from a trail bike you should also remove the pillion rests, although this may not totally satisfy the above.  
*Dick Coles, Surrey*

## AFTER ONE YEAR'S MEMBERSHIP

Being a poor mature student, last year two good friends treated me to membership as a birthday gift. (Perhaps an idea worth promoting) My membership details arrived promptly and I was delighted to learn that I had 2 almost local groups to visit which I shall refer to as A & B as I personally have no axe to grind and merely wish to offer constructive criticism.

The evening arrived to visit Group A and we dutifully turned up on time and stood around looking conspicuous in the hope that someone would introduce themselves. After a while we became more assertive in our quest to meet like minded individuals, but to no avail. Eventually someone did approach us and said rather rudely "I hear you want to speak to me". Having explained who we were he said "did you make an appointment?" I was stunned. All three of the visiting party that night have been representatives for leading riders lobby organisations and have never considered ourselves so aloof that we were "by appointment only" to new-coming members. The only two people we conversed with that night were

two lads with the same story. They were not yet members and this was their second visit. Nobody had bothered with them, despite efforts and they shall not be returning. Presumably two members lost. When my membership had arrived I was stunned that an organisation with such a high profile had such a low membership. I suddenly realised why. If it conducted itself like a clicky social club I was not surprised. Remember, my friends included, that was potentially five lost memberships that night.

I was more than a little disillusioned with the T.R.F. as an organisation, but still decided to visit my other local group. On entering the meeting room we were immediately welcomed by members of the committee. Then during the meeting our names were introduced as new members. Following the meeting we were given welcome packs which included the committee names and phone numbers as well as other information of relevance. The whole night had an air of "new friends" not "outsiders".

The effort it takes to be welcoming is negligible, but this can and will draw in and hold members. The T.R.F.'s unique role in fighting R.O.W. legislation demands that we need to hold and increase our membership, not just be happy with our small band of mates. Over the past year I have approached many people and attempted to promote the T.R.F. Many of these have had experiences similar to mine at my first meeting and therefore have no desire to contribute despite acknowledging the need for such a movement. Without Group B's enthusiasm I would almost certainly not be renewing my membership.

I apologise for the moaning tone of this letter but I feel quite strongly that a simple shift of attitude from "boys' club" to "welcoming modern fellowship" would produce massively beneficial consequences on group attendances and membership.

Mark Winks

*Ed.* There's a message here for us all.

### COAST TO COAST 2000

It has been mentioned from time to time that the year 2000's Coast to Coast should be a bit special and different, so after just finishing this year's run I have set about looking for new ideas to make the year 2000 run different. If anybody has any ideas then please let me know as soon as possible. Some ideas so far are:- 1) Invitation only. Working on the basis that those people who have taken part the most times over the past 6 years get first choice. 2) The event to be run over 3 days. i.e. start Scarborough to Hawes - first day. Hawes to West Coast and back to Hawes - second day. Hawes to East Coast - third day. 3) On one of the evenings everybody meets together at a location for a sit down meal or buffet (carrying on the whole point of this event which is to make new friends). I must stress that any ideas, however small, would be most grateful.

I am also looking for some amusing or different titbits regarding the Coast to Coast over the past 6 years. Things like:- George Coaten finished both days aged 72. One .... person travelled from the West coast to the East coast and forgot his riding boots (Isn't that right Fred!) One group had 13 punctures on the first day and didn't arrive until 11 p.m. (Mr. Patch it Wardle) 1998 saw Volker Heins travel

from Germany to take part, only to drop out after 15 miles on the first day (Too tired, too wet) Then there was the clown who entered on an XTZ750 (I'll own up to that one!) There must be lots more interesting titbits waiting to be shared. Please let me know them stating names and which year. Keep it brief and lastly has anyone still got a copy of the 1993 ,94, 95 and 96 Coast to Coast programmes.

Phil Fawcett

## 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.

**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.

**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: 01335 310296.

**CCM** early Twinshock 500cc Triumph engine Suzuki forks, Honda shocks. Registered. Very rideable machine. £1250 Tel: 01689 811834

**HONDA XR400RW** 1998 "R" Reg. Excellent condition 1800 miles. £2995. Tel: 01254 234178 (Lancs).

**GAS GAS 250 PAMPERA** 1998. Less than 1500 miles. Taxed, good condition, no problems, £1950. Tel: 01234 750824 (Beds).

**HONDA XL125** 1984 taxed, MOT to Feb 2000. Trail/knobbly tyres, high mudguards etc. Mostly used off-road on green lanes 38500 miles. Needs lights re-wiring £300. Tel: eve 01280 814434 (N.Bucks).

**HONDA XL250** Frames, Wheels, Tanks, Clocks. Almost 2 bikes in bits. Engines no good. Offers or swap? W.H.Y. Tel: Roger 01429 837093 (Teesside)

**WANTED.** Performance exhaust system for 1993 KLX250. Prefer supertrapp type. Also workshop manual for 250R. Tel: 01702 216127 (Essex).

**HONDA CRM250 MkIII** 1994. New pads and bearings. Taxed & tested. Green lane use only V.G.C. £2200 Tel: 01635 580599 (Berks).

**KAWASAKI KLX250G** (The trail version). Professionally tuned for easy starting and improved performance. One aged owner from new in 1995. All in good order and with plate. M2TRF. 7000 miles only. £1850. Tel: Tony Stuart on 01208 862960.

**HONDA CRM250 Mk II** 1992 Taxed & MOT Feb 2000. FMF tailpipe, barkbusters, sumpguard, new 'O' ring chain wheel-bearings, disc pads, 5700 kms. V.G.C. £1795 o.n.o. Tel: 0115 9551759 (Notts.)

**F.M.F. EXHAUST SYSTEM** for KDX200. Fits all models 1989 to 1994. Cost £260. As new £125. Also Suzuki DR350S metal tank, white £25. Full details ring Carl 01524 732791 (Lancs).

**SUZUKI TS200R** "H" reg. 12 months tax & test. Very good condition. Two new tyres. Limited trail use by mature rider. £1200 ono. Tel: 01772 734082 or 01524 791473.