

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, Farningham, Off A20, Nr Brands Hatch

LANCASHIRE Keith Westley, Tel: 01704 893215
1st Tues, Hindshead Pub on A49, Charnock Richard

LINCOLNSHIRE Alan Wilkinson, Tel: 01529 460793
4th Thurs, The Queens Head, Kirkby-la-Thorpe, Sleaford

LODDON VALE Bernard Green, Tel: 01344 450289
2nd Thurs, Inn in the Park, Woodley Centre, E. Reading

NORTHUMBERLAND Steve Bertram
Tel 0850 863620 11am-6pm Tel & Fax 0191 261 9629
1st Tues, 7pm, Just Harleys, Sandyford, Newcastle-upon-Tyne

NORTH WALES John Mills, Tel: 01477 534425
1st Wed, Hope & Anchor, Euloce 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 Gorseimon, 7.30pm

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

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

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

TEESSIDE & NORTH YORKS
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

JULY, 1999

No. 251

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

EDITOR: Fred Ellison.



Main Road to Valle de Trinidad

See Article on page 16

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

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EDITORS

WE'VE NO CHANCE. Local Authorities are diverting a quarter of the funding which they are allocated specifically for highway maintenance, to other budgets, such as Social Services, Education, etc. so the chances of any money being spent on the maintenance of unsurfaced highways which are the responsibility of these Local Authorities has to be just about nil. The worst of these budget fiddlers are Shropshire, underspending by 22%, Northumberland 35% and Somerset by a massive 42%. This might explain the pre-occupation with T.R.O.s and downgrading which some of our authorities seem to suffer from and just maybe you might be able to use this information when dealing with your own Local Authority.

The TRF, however, does not have any budget problems, but unfortunately Alan Wilkinson, who has been our Treasurer for the past three years, is standing down and we need a suitable replacement. If you have a little time to spare and would like to help our Organisation please contact Dave Giles or Jeff Ward. If any of the Group Chairmen know of anyone in their group who they think would fit the bill please try a bit of friendly persuasion.

Lastly, but certainly not least, congratulations to Mick Hulbert, John Madison, Trevor Gardiner and team who won fourth place overall at the BMF Rally. The TRF exhibit featured a Green Lane with Byway Sign, Gate, Hedges and Rocks leading to the marquee which housed display panels, video films and other exhibits.

Fred Ellison

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More Than Ever

At the end of June our membership secretary John Pritchard reported that TRF membership stood at 2166 with only 300 people lapsing compared to 500 the year before - and that's thanks

to the efforts largely of John who sent personal reminders to all concerned.

So we have a lot of new members to welcome into the ways of Trail Riding. I don't mean by that that you need to be shown how to ride a bike, although there is always something to learn from the old hand who makes the difficult look easy. But more to the knack of moving unobtrusively through the countryside with the confidence that enables one to cover the ground and admire the view without seeming to hurry at all.

I hope that you are introduced to Trail Riding by a wise and experienced run leader, one who remembers what it was like to be a beginner and rides accordingly. Avoid anyone who asks "How good are you?" which is a code for "Are you good enough to keep up with me?" and go for the one who asks "First time old chap?" in a friendly way, that means he will give you by far the better day.

For a start he will get out the map and show you where he intends to go so that you can orientate yourself and then he will offer the simple rules that will make the day a pleasure: don't overtake me, you take it in turn to open and close the gates to keep me moving, stay ahead of my mate who is the back marker. And every time we turn off - check behind you to see that the following man knows; that way no-one gets lost and we pick up quickly on any problems and, by the way, have you all got full tanks to start with?

Our experienced man will simply not take a party of more than six and he will start off with frequent backward glances until everyone begins to settle into the day. Four lanes out and you may well have caught up with the bash and burn group that left 15 minutes before you - they are on their third cigarette break of the day to cope with the nervous exhaustion. Your man will take you steadily on until he pulls over to point out something interesting or to share a splendid view.

Then, if you really do have a good man, he will show one of you where the next lane is and invite you to lead the group to it. Now you will really begin to learn in a way that you never can by following the number plate in front. You are no longer anxious about getting left behind - after all you are in front - and on the lanes you can enjoy the uncluttered view and begin to learn the art of picking a good line for yourself.

At the end of a well paced day the 'mileage' will be judged by how you feel. Moderately tired but not knackered I hope. Delighted by the laughter of easy going company, pleased by the smiles you got when you stopped for the horses and chuffed with how it felt when you took a turn at the front - just like you were doing your own thing.

On reflection, you now feel that you like the TRF more than ever and the trick is really simple: "buy a map and look for a kindly mentor".

See you on the trail.

Dave Giles, National Chairman

NOTICE BOARD

TRF YEARBOOK 2000
Writers/editors to form a team to produce next year's Handbook as the February edition of TRAIL.
Further enquiries to
Dave Giles, Mark Holland or Fred Ellison.

RUN LEADER TRAINING

Prepared to have a go? Like to know a bit more about it? How to be sure of your route. How to gain co-operation and avoid conflict.
Ask your Group Chairman - the TRF runs short programmes to help.

NORTHUMBERLAND GROUP Course Starting

on 21st August 1999. 6 p.m. to 8.30 p.m.
at Plessey Woods Country Park, Bedlington.
Refreshments available.

Presented by Brian Thompson,
Area Countryside Officer (ex-Trail Rider),
Northumberland County Council.

The event is designed to appeal to everyone interested in Public Rights of Way regardless of their means of transport.

For further information please contact Brian Thompson on 01670 534089 or to book a place please telephone 01670 534077.

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MOTORCYCLING IN THE CHEVIOTS AND PROBLEMS IN HEXHAMSHIRE

It is over a year now since I last wrote in TRAIL regarding motorcycling on the Cheviots. Since then, little has changed. The area is still very sensitive and rogue groups of riders continue to blast across every bit of Footpath or Bridleway they see, pulling wheelies and gouging donuts on the few remaining unspoilt grassy patches. The M.O.D. who own most of the land, have issued a directive to all tenant farmers to challenge and take the registration numbers of all motorcyclists whether they are on a Right of Way or not. The problem is, of course, naked riders or those brandishing falsies (number plates I mean!) get away scot free and the legitimate - get blamed. Northumberland National Parks, County Council and Forestry are quite sympathetic with the TRF's concerns and would be grateful for anyone to whistle blow. Should any visiting groups wish to visit the area, please contact the Northumberland Group first to avoid sensitive areas.

Slaley Golf Club in Hexhamshire, having spent many millions of pounds expanding its International image, seems to be coercing Northumberland County Council (without consultation with User Groups) in limiting access by TROing two unsealed County roads, passing to the side of the Golf complex. In effect the limited access order will create two cul-de-sacs. At best we may get restrictions to exclude motorcycles, cycles and horses and horse carriages. Will keep you informed.

Finally, again with Hexhamshire, have any riders or groups of riders ever been stopped by the Game Keeper from travelling North at Penny Pie House, midway on the old coach roads between Blanchland-Baybridge and Slaley Forest? The Game Keeper is usually quite threatening and has been known to brandish a shotgun. If any readers can state dates and times, the writer would be most grateful as a dossier is being made up for presentation by Police and Northumberland RoW Section. Hopefully, for prosecution. I will keep you informed. Happy trail riding in Hexhamshire!

Ray Smith, Kenton Village, Newcastle-upon-Tyne

A Newspaper Advertisement

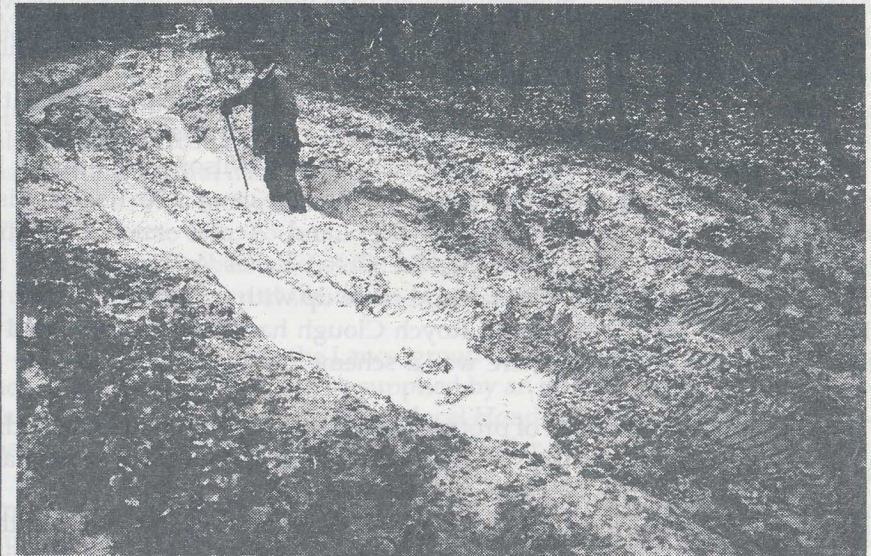
appeared twice recently in the Hereford Times (Newsquest).
The cost for an advert this size is £374.20 +VAT (£879.37 total).

A TRF member sent a comprehensive and concise complaint to the Advertising Standards Authority, including the offer of photographs with measurements, video and eye-witness reports showing that the damage is agricultural (mainly tractors) and access to a bird-rearing station at Oareborough Hill, Berkshire.

The advert originally said "track bikes" but the ASA were satisfied except for a change of "track bikes" to "trail bikes".

Mark Holland

WARNING



"The Berkshire Downs, Spring 99, after being driven by 4X4 vehicles and trail bikes"

When Green Lanes are opened to 4X4 vehicles
the results are

- a danger to walkers & riders
- a loss of habitat for flora & fauna
- a problem for farmers
- a rise in Council Taxes
- a drop in property values

**Stop this happening in
Herefordshire**
Write to your MP & local Councillor

Published by Battle for Bridleways Action Group
Keep Green Lanes Green

..... press release from the Peak Park

TRAIL BLAZERS TAKE THE CONSERVATION HIGH GROUND

Nearly 70 "off-roaders" - motorcyclists and 4x4 users - have got together with Peak District Rangers to work on a two year conservation project to help protect the National Park.

They raised £1,600 and gave their time and effort to plant over 600 native woodland trees at Roych Clough near Hayfield in the North West of the Park.

The idea for the project came from trail rider Karen Wilson after hearing Ian Hurst, Area Ranger for Hayfield, talk about the damage caused by unauthorised off-road activities. Four organisations, the Land Access and Recreation Association, the Trail Riders Fellowship, the Green Lanes Association and the Auto Cycle Union got together with Ian and came up with a plan.

Ian explained, "The area around Roych Clough had been badly eroded by unauthorised off-road users but here was a scheme that demonstrated how we could all work together".

The project saw the erection of protective fences and planting trees, including Rowan, Alder, Oak and Birch. Heather seed was also spread over the eroded area which will, in time, help the landscape and habitat recover.

Ian said, "National Parks are special places that need looking after but they are also places that people want to enjoy and sometimes that can lead to conflicts. This initiative, by off-roaders, shows there are ways we can balance the pressures".



..... press release from the Peak Park

... EXCELLENT XLR ...

I started trail riding in 1992 on a Honda XL185 vintage 1981. An excellent little trail bike that would take me anywhere that modern trail bikes could get, with the exception of long very steep climbs. First gear was too low and the engine would run out of puff trying to pull second. But show it a trials type rocky gully with wet Welsh slate under foot and it was in its element. With its soft power delivery (the equivalent of three worms on speed) and its rear trials tyre, it could find grip on oiled ice. The problem was having to pick your way round fallen XT riders rather than nature's natural hazards.

All was well in the XL camp until a friend let me have a go on his new XR250. What a dream to ride. You could hit pot holes at speeds over 20 mph and not have to worry about the back end of the bike throwing you over the handle bars and the brakes would stop you at the touch of one finger. The XL had to go and the search was on for a new bike.

One of the lads from the Lancs. group was also looking for a new bike and told me that a new XLR200 could be supplied by an importer down in Southampton for less than £2000. I had a chat with my local Honda dealer and he supplied the bike at the same price through the Southampton dealer. Result - everybody's happy.

So what have I got. I have a brand new "S" reg. just out of the crate, 199cc four stroke trail bike with electric start. It has a disk front brake and a drum rear, aluminium rims and an "O" ring chain. It looks like a small XR250 in the 1994/5 red white and blue colours. Because its a Jap spec machine the lights work all the time and the hand book and transfers are all in Japanese. The local dealer tells me that spare parts should not be a problem as they just require the frame numbers. Fortunately, frame numbers are in English.

First riding impressions are good, but its not an XR. The small engine pulls like a Serrow and on the roads its much quicker than the XL185. The simple monoshock suspension copes well and will soften up in time. The front forks seem a little on the hard side and work best when the bike is ridden two up. I am not sure what fork oil is used in these, it could be automatic transmission fluid like on the XL and as this is the only way of adjusting the rebound damping perhaps thinner oil would help. Is ATF thicker or thinner than other types of fork oil?

The bike came with Bridgestone trailwing tyres and these will require changing when funds allow. I am only 5ft 10ins tall, but I found the standard handle bars far too low and these have been changed for 6 inch Renthal high Dakar bars. This is the maximum you can go to without changing the clutch and throttle cables. Even in the depth of Winter the XL would start first kick, even from cold and would tick over on the choke until the engine was nice and warm. The XLR is a little bit more temperamental, but once the engine is warm it starts first touch of the button, even when I have dropped it on its side. It feels taller than a Serrow, but I can still put both feet on the floor, well I can in the garage, but out on the trail there always seems to be a big hole under the foot that I put down in a panic situation and we

then assume the horizontal riding stance that is so familiar to all of us in the second division of trail riding. The bike stands up to all these little skirmishes well, the plastic side panels bend and the indicators spring back into position on rubber mounts. I have taken the advice of one of the lads in the club and covered the frame side rails with clear plastic water pipe (caravan water pipe). Split lengthways and fixed with zip ties they stop your boots rubbing the paint off. I have cut about 3 inches out of the straight section of the mirror arm and soldered the two ends back together using a plumbers 10mm Yorkshire fitting. This keeps the mirror out of the way in an accident, but still allows rear vision if you move your arm in slightly.

All in all I am very pleased with the bike and the best part of all is that I don't have to get it ready for an MOT for three years.

If you see me out on the trail I am the one with the big grin. Safe riding.

Phil Lord, Lancashire Group

A PIECE OF HISTORY

1961 Greeves Scottish 24TDS, Villiers 250cc motor Reg. XBK 464

This was purchased new in 1961 from Geo. Hodges of Portsmouth for £190. Lights were a terrible £7 extra so, for all its 38 years, it has never had any! (bar one experiment with a James Commando set) The lighting coils do however still work. During our last Green Lane Event, May 30th, many riders expressed astonishment that I had owned it from new and that it was all virtually original, including the gleaming exhaust and calculated the combined age of rider and machine to be 108 years and thought that this must be a Green Lane record! Is it?

This bike has several unusual features, i.e. an alloy girder instead of a down tube and rubber in torsion leading link suspension that rises on braking, thus putting the Jap boys anti-dive forks to shame! Front and rear suspensions never seem to wear out in my experience, neither do they require any lubrication. I replaced piston rings after about 20 years and had the engine rebuilt about 16 years ago, although it didn't really need it. This resulted in a disastrous seizure because of a too tight gudgeon pin and subsequent further reboring. Because of this the compression ratio was too high so now the head sports a thick copper gasket. This has made the motor very tractable and it will, in fact, plonk along slowly almost like a four stroke. Apart from wheel bearings and brake shoes, one gearbox and one set of clutch plates, new points, coil and condenser, no other replacements have been made in those 38 years. Will owners of modern machines ever be able to equal this record?

Despite the low gearing and being a two stroke, it returns 60 m.p.g. It will go anywhere modern green laning machinery will go. The built in chain oiler is a big bonus. The height and weight are both fairly low, the latter is 140 lbs. The chief disconcerting feature is the gearbox ratios. There is a big gap between 2nd and 3rd, making some gradients difficult in as much that one has a choice of slogging along in 3rd, or trying to, or over revving in 2nd. Because of the low overall gearing it is rather too slow on tarmac.

Overall, it is a most pleasing machine. Riders of modern bikes comment on its comfort and lack of braking, especially after fording rivers and the length of time to dry the brakes - one week!

John Chilcott, North Devonshire

MEMBERSHIP - the way forward

TRF FINANCIAL SUB-COMMITTEE NEWS

About a year ago our National Public Relations Officer and National Membership Secretary were recorded in the Minutes of an Executive Committee meeting as having expressed concern that many people who were actively involved in the activities of the TRF were members of Groups but were not current paid up Members of the Fellowship.

I included reference to this situation in my presentation "Financial Overview" at the poorly attended but constructive Extraordinary Executive Meeting held in September 1998. I expressed the opinion that the widespread practice of Group subscriptions being charged was extremely unsatisfactory. Firstly an enthusiast who joined the TRF at the BMF Rally or elsewhere by paying his £20 subscription to a nationwide organisation with 40 Groups had every reason to feel that he had been misled when he turned up at his local Group meeting and was told "our local Group subscription is an extra £5 or £10". By any standards this is poor public relations and is in contrast to the policy employed by other national clubs such as Vintage Motor Cycle Club, where no extra charges are levied to members participating in section activities.

Secondly, when the time has come to renew his TRF subscription the member may seek to pay only his £5 or £10 'group subscription' (in reality there is no such thing, but I will return to this later) rather than renew his National TRF Membership as well. Unless the Group Treasurer is a committed TRF member he will have a greater incentive to collect 'group subscriptions' from his local enthusiasts than to ensure that they are all fully paid up members of the TRF.

Thirdly, so-called 'local members' have no claim to the help, information or (at worst) legal representation to which TRF members are entitled.

Instead of this unsatisfactory and potentially damaging situation we should encourage a system whereby there is a positive incentive for the Group Treasurers to encourage local enthusiasts to renew their TRF subscriptions. Cost of servicing local members could be met by rebates from National Membership Subscriptions where required and requested.

The matter has been discussed by the Financial Sub-Committee and our National Chairman sought views of Group Chairmen in the South West and North.

Please note the following provisions of the existing TRF Constitution: (Main headings 5 - Membership and 6 - Local Groups and Regions).

1. Members of the TRF are those people who have paid their subscription for the current calendar year or are Life or Honorary Members. (There is no such thing as a 'Group Membership' option).
2. Group meetings and activities are for fully paid up members of the TRF. Thus all elected Group Officers must be TRF members. They must be recorded on the Annual Return to the National Secretary.

3. Groups shall be financially self supporting, but application may be made to the Executive Committee for financial assistance - Clause 6.3. It should be noted that there is no reference to the charging of local levies or 'Group Subscriptions' - just to being self supporting (by covering room hire and other expenses by running raffles for instance).

The Motion proposed by Mark Holland for Amendment of Clause 6.3 of the Constitution at the next AGM (see Notice Board item on Page 8 of the June TRAIL no. 250) is intended to make clear that Groups should not levy supplementary subscriptions, but may if required claim a proportion of the TRF Annual Subscription in respect of members who have nominated that Group, to defray local administrative costs.

GROUP RETURN FORMS 1999

The forms by which Groups notify the National Secretary of their elected Officers in accordance with Clause 6.5 of the Constitution were this year returned by 36 of the 45 Groups currently listed on the back of TRAIL. The information provided is also used to update the list of Group meetings, and to facilitate contact with Group Representatives, so it is disappointing that so many Groups have not sent in their returns.

Groups which had not responded by the end of June were: Cambridge, Derbyshire & South Yorkshire, Devon, East Scotland, Kent, Lincolnshire, South West Wales, Suffolk, Thames Valley and Worcestershire. Wyvern Group advised that they no longer exist.

A number of Groups listed elected Officers who are not paid up Members of the TRF.

For 1999 the Return Forms were updated by Wayne Little of Gloucester Group following Executive Committee discussion. A second page was provided to record information on Highway Authority and Rights of Way Liaison Group contact and on Group Bank/Building Society accounts for the National Treasurer's information. Explanatory Notes drew attention to the need for all signatories to be members of the TRF and for all Accounts to incorporate the TRF name and not be in the names of individuals.

18 of the 36 (out of 45) Groups which returned Forms did NOT provide any information about their banking arrangements and of the 18 Groups which did provide information only 16 revealed the funds held in their accounts.

As the National Treasurer does not have knowledge of the TRF Members funds held in two-thirds of the Groups, these assets cannot be included in the information provided to our Auditors as part of our Annual Accounts.

Whilst I must reiterate my comments from the Financial Overview presentation of September 1998 that this is an extremely unsatisfactory situation, I must emphasise that at no time had I suggested that Groups should be 'stripped of their assets'. In the face of such a perceived threat one Group sought legal advice and they were told that as Group participation was restricted to TRF Members,

any funds generated were done so by TRF Members and all funds were TRF Funds. I am surprised that anyone should have thought differently, although one National Officer continues to propound the theory that Groups are autonomous entities, somehow separate from the TRF and able to run as independent 'Clubs'. That is NOT what it says in the Constitution, but the myth will be perpetuated as long as the 'Group Subscription' nonsense is allowed to continue, which is where I started.

Please consider the alternative positive way forward.

Jeff Ward, Chairman of the Financial Sub-Committee

SITUATION VACANT NATIONAL TREASURER

Our present National Treasurer, Alan Wilkinson of Lincolnshire Group, has confirmed that he will not be standing for re-election at this year's Annual General Meeting, after three years in this important post.

We therefore need to elect a new Treasurer to take over from Alan in January 2000, and it is extremely important that we should take steps to identify suitable volunteers in good time prior to the Annual General Meeting.

The Office involves responsibility for all aspects of the TRF finances, including:

- Subscription income - liaison with National Membership Secretary.
- Control of Bank Accounts - current and investment accounts.
- Payment of affiliation fees, insurances and suppliers invoices.
- Preparation of Income and Expenditure forecasts, controlling expenditure, and reporting regularly to Financial Sub-Committee and Executive Meetings.
- Preparing draft annual accounts for auditors, and presenting accounts to AGM.
- Control of Fighting Fund in liaison with National Chairman, National RoW Officer and nominated Trustee.

Whilst it is not necessary to be a qualified accountant to carry out these duties, the growth of the Fellowship's membership and the restoration of our finances has resulted in increased responsibility. Thus a volunteer who has banking/accounting/management skills would be in a position to take the Fellowship forward in Year 2000. If you are able to consider taking on this post and consolidating the sound work which Alan Wilkinson has done in the past three years, please contact either Alan or myself for further details and informal discussion - addresses/telephone numbers on the inside cover of TRAIL

BOOK REVIEW

The Old Roads of Britain - Alston Moor, Hartside and Geltsdale by Alan Kind

The blurb on the back cover makes it clear - This is not a 'turn right at the gate; turn left at the tree' sort of guidebook. So what is it then? A coffee table book? In an odd way, yes, but it is too slim and too thought provoking. Imagine a copy of TRAIL with 90 pages, with a soft card cover - how can that in any way be a coffee table book? Simple, the book itself might be small, but you need a coffee table at least to spread out your Landranger as you follow the text.

Perhaps I should declare an interest here. Alan Kind is a colleague and a friend. What drew us together is the very stuff of this book - a common interest in old roads. How they arose, by accident or design, how they changed over the years and why and what there is on the ground, now, to give us a glance into history. That is what appeals to many TRF members and that is what this book is about. Not just about routes for trail riding, as some of the details are of roads long gone, in trail riding terms. Some have been spoilt with tar and others have just, well, gone. But here are the clues to what and where they were, in this bleak landscape.

Many TRF members will not know of Alston, or the lands around it. It is all a bit far up north for many of you, I suspect and a bit far off the beaten track, whether that track is the M6 or the A1. It sits between those modern arteries among some of the wildest countryside in the kingdom, just south of Hadrian's Wall. The landscape is dotted with humps and bumps, showing where the hand of man and his pick and shovel have been at work centuries ago. Linking them and sometimes, it seems, not linking anything, are those linear features which can excite the imagination of TRF members. Not this time the works of miner and quarryman, but of hoof and wheel, of Roman soldier and drunken navy.

The text draws together the landscape interest and the history in a clever way, linking up place-names and milestones, with quotes from 200 year old travel guides and references to something called a Definitive Map. The pictures, all in monochrome, add to the detail, illuminating rather than merely illustrating it. Only the modern map is lacking (for reasons of copyright and meanness, I understand), but to a TRF member it is surely no penalty to add another Landranger to the box?

One further detail, which often lets other publications down in my estimation, is a completely open attitude to countryside users. Many of the illustrations show walkers and mountain bikes. One shows horses, a couple have motorcycles and, for completeness, there is half a Land Rover. Completely fair, in my experience and quite in proportion to the numbers of these users you are likely to meet as you follow for yourselves the clues in this comprehensive little book. *Tim Stevens*

This book is available by mail order only
at just £7.50 retail including p&p

Please make cheques payable to 'Hodology Ltd.' and send to:
'Alston Book', Hodology Ltd., P.O. Box 117, Newcastle upon Tyne, NE3 5YT.

GROUP NEWS

AXE VALE GROUP

MAD AXEMAN'S LANE The outcome was a one day Public Hearing at Weston super Mud Town Hall. Basically, a 'One Man Public Inquiry' - there being only one statutory objector to this vital RuPP (that even our esteemed current Chairman has ridden - and we have a photograph to prove it!). So, until I can ride it on my 1981 R80G/S without fear of being verbally abused by the landowner the TRF should consider the RuPP to be obstructed. Complaints have also been made to the Avon and Somerset Constabulary concerning the despicable and criminal conduct of the landowner in threatening a mature TRF member. Farmer Harding subsequently had a visit from a Nailsea based Police constable. Has anyone ridden the RuPP recently? We also await the decision (and/or procrastination) of the DoE/DoETR - or whatever they might be called now, of the Order.

LANE CLEARING Our Group held its first Lane Clearing Day of 1999 at Wedmore - receiving £100 from Sedgemoor District Council. All TRF members who worked to clear this historic lane should feel proud that despite the aggravation and protestations of the local Nimbys a considerable length of highway was opened up and made passable - we had the best bonfire since Dresden.

ANOBs A representative of our Group was invited to attend a sub-committee meeting of the Mendip Hills ANOB JAC - Area of Outstanding Natural Beauty (ANOBs apparently also have SAMs - not Surface to Air Missiles but some sort of Scheduled Ancient Monument happening - Green Lanes perhaps?) What is most worrying is there are another 40 ANOBs dotted around the country all of which, if the Mendip Hills ANOB is anything to go by, are trying to limit the rights of the public/trail rider. The Mendip Hills ANOB would like to introduce 20mph speed limits - on tarmac roads!!! and Cattle grids (40 ton capacity for the quarry lorries) on a sweeping "B" class road thus giving landowners carte blanche to let stock wander freely on a currently de-restricted highway. So, keep an eye on the ANOB Nimbys - they need watching if you want to carry on riding in *their* ANOB. *Dave Clegg*

BAJA BOUND

DAY 1. 'Baja California'. In the offroad world, the name is synonymous with long distances and dust. It had taken some time to sort out the details, but here I was en-route to possible off-road death with two other dirt enthusiasts.

Crossing the Utah Mountains and the Mojave Desert at 35,000 feet allowed us to get a bird's eye view of what probably lay ahead. The tracks below were long, straight, and led to the middle of nowhere. To pilot a bucking bronco of an XR600 along these tracks was going to be fun.

After we had passed immigration and safely picked up our riding gear, we hailed a bus to Disneyland where we were to rendezvous with Mr. Nick Peltzer, our host and guide for the next 3 days. Nick or "Chia" Nick as his friends know him, is the founder of BORA (Baja Off Road Adventures) and a seasoned Baja rider having spent many years investigating that area's trails.

Nick promptly arrived in his van and we drove the half-hour to his house. After

showering and with cold beer in hand, we played pool and relaxed. Nick's wife Beth, treated us to a spaghetti dinner, and we chatted about past trips to the desert. We ended the day watching a helmet cam video of what to expect tomorrow, which was lots of sand, an XR600 with a loud Supertrapp exhaust and nothing but wide-open vistas. Just what we came for!

DAY 2. We rose at the crack of dawn and after hitching the trailer, we battled through the LA suburbs and onto the infamous freeway complex towards the border at Tijuana. With the sprawl of Tijuana eventually behind us, the road developed into a smooth route that hugged the Pacific coast for the 50 miles to Ensenada.

We drove into Ensenada at around 3.00 p.m. and we unloaded into the comfortable American style hotel. Everyone was hungry, so we tramped down to a local roadside café to sample the tortillas. These 'pancakes' wrapped around barbecued beef and various savoury vegetables were delicious especially when washed down with ice cold 'Pacífico' beer.

The rest of the afternoon was spent shopping for trinkets in the local stalls and the evening consisted of a good steak dinner with some light entertainment at 'Hussong's bar'. This is a well-known establishment in this part of the world and consists of a barrack room with tarred floors and a long wooden bar reminiscent of an Old West saloon. In the last century, following a goldrush in the area, sailors used to frequent Ensenada and the tradition of pinning money to the walls was started. With traditional music playing, it was very easy to be transported back to an earlier age however with an early start due in the morning, we returned to the Hotel at a reasonable hour.

DAY 3. Next morning the riders had breakfast dressed in full riding gear to save time. It was then into the van and we headed out of Ensenada, bound for the crossroads at Ojos Negros. The road was paved with asphalt but large potholes were everywhere and with no guard barrier at the edge of the road, everyone was keeping a good lookout. The vistas were impressive. Boulders as large as houses were piled on top of one another and whole mountains consist of these weathered sandstone behemoths. After about 30 minutes driving, we descended from the mountain range onto an interior plateau. The sky was clear blue and the temperature, which had fallen during the night, was now climbing rapidly. The irrigation system was still frozen and all the fences had a white rime on them.

Nick stopped the van at the remote crossroads. If you have seen the film, North by Northwest and can remember the bus stop where Cary Grant gets off, you will get the idea. We unloaded the bikes and checked the fuel and chains and Nick gave us a quick lecture on the dangers of local drivers. The bikes were warmed-up and then we were let loose. I do not normally advocate the use of loud trail bikes but there was no denying that the XR600 had the Supertrapp exhaust set to soul stirring on the noise-meter. About 5 miles down the road we took a right hand turn onto proper dirt.

I experienced riding sand for the first time. The feeling was very odd so I sat further back and un-weighted the front wheel. The bike squirmed and the handlebars oscillated through a full 30 degrees, but somehow I managed to continue in a straight line. I dropped back to allow the dust clouds to blow clear in the light breeze. Everyone else had done the same thing and we now had become strung out some three or four miles in length. I was not concerned about losing the way, as we had agreed at the prep talk that the leader would indicate to the second place rider to stop at junctions. This

rider waited until the sweeper showed up, and then rejoined the fray.

The route followed graded ranch roads up into the mountains, where it became a 2-lane cart track that dipped and swooped. Pine trees became more apparent and we started to cross dry gullies and riverbeds. There were creeks with enough water flowing for some wet fun. The group was even in ability and we kept up a good pace. I started to get the feel for the massive grunt available from the engine and I tried sliding the back end of the bike around a little more. I found lifting the front end over ruts and whoops became second nature. The carburettor on this bike was excellent and you hardly needed to use any other gear than third.

We refuelled at an old logging mill, known as the "Sawmill". It is run by an old woman who supplies fuel to make a living from the various off-roaders that frequent the area. The air was cooler up there due to altitude and with the wind sighing through the Pines, it was an idyllic location other than the many cats; all of whom looked like revived road kills! After we have fuelled and watered, and eaten one of the innumerable Snickers bars that were doled out periodically, we rode down the eastern side of the Sierra de Jaurez range. The track was still sandy but now showed signs of turning into a hardpack trail with very few gates. The ranchers seem to depend on cattle grids which allows us riders to maintain a very smooth progress.

After 5 hours-continuous riding, we arrived at the small village of Valle de Trinidad and the rendezvous with the support truck. It was a short stop and after a quick sandwich and drink and another inevitable Snickers bar, it was on the road again. The group now rode some 20 miles of hardtop, which brought us over an escarpment and down to the Laguna del Diablo lake. The lake was seasonably dry, with a hard crust of salt, and we cruised for miles with the 10,000-foot peak of Picacho del Diablo rising sheer from the lake to our right. That half an hour run was one of the most memorable moments of the trip.

Waiting on the other side, however, was a track of foot deep sand and broken shells. The bike floundered about, and I sat on the rear fender to allow the front to float on top as much as possible. After a few miles of this living hell the track emerged back onto a graded dirt road, which allowed us to accelerate for the final 20 miles to San Felipe. We rode into town along the sea front, making sure to halt at all the four way stops, as the local constabulary are very keen on reducing traffic accidents.

The bikes were ridden through the front door of a local bar and then parked on the carpet beside the pool table. The locals did not bat an eye. A few bottles of cold, dust-clearing local lager were then indulged in. While we were sitting on the patio a local street entertainer approached and indicated that I should hold a piece of aluminium tube in each hand, while he wound up a hand held generator. The more beer you can drink, and the more current you can stand, then the more "macho" you are. I politely desisted and even then, he seemed to require some payment for allowing me the opportunity to fry myself.

The motel assigned to us was large and comfortable, with all mod cons and the room opened straight onto the beach. As the sun sank over the mountains, we proceeded to enjoy the rest of the evening, which consisted of an excellent steak dinner at a local restaurant.

DAY 4. We were up early to watch the sunrise over the Sea of Cortez and it looked like the beginnings of another warm day. Breakfast eaten, we saddled up and headed through town to find the Puertecitas track. This route was straight with deep

sand and I sat well back, wound it on, and let the bike wiggle away beneath me. The mountains clearly defined in the pure air drifted slowly by. It was very surreal and I felt very calm and reflective as you only can on a motorcycle. At that moment in time, it was pure Nirvana. Unfortunately, the mood was broken periodically, as I had to stand up on the pegs to absorb the dry water channels across the route.

The track became narrower, dustier and led into a dried-up watercourse. We twisted left and then right consistently. Suddenly, the bike dropped four feet into a dry riverbed and then hit the other bank at thirty mph. I squirmed in the saddle, cursing, trying to relieve the sudden sharp kink in my spine.

Eventually it was back on tarmac for a short thrash, playing avoid the pothole or die. Arriving at a beach for a little photo shoot, Nick was adamant about the bikes staying out of the water, due to the onslaught of rust on the cycle parts. Pictures were taken playing on the beach and then we resignedly returned to San Felipe by road visiting some large cacti on the way. At the back of the town, we rode in over the dunes that usually played host to drunken students in rental cars.

However, there was no time to rest as we got fuel and rode up the road that eventually enters the USA at Mexicali. After about twenty miles of numb bum, we turned off onto a graded dirt road that led us back towards the mountains and Laguna del Diablo. The group re-traversed the dry lakebed, at a somewhat rather more sedate pace due to Nick's rant about trying to grenade the motors on the outbound section.

We rendezvoused with the support truck on the other side of the lake and were handed daypacks sufficient for one night's clothing. We were heading for Mike's Ranch up in the mountains. As the support vehicle cannot get in we could only take what could be carried with us. The road into the mountains was graded and relatively smooth as it swooped and turned like some private racetrack. We left space to allow the dust to dissipate, and then played dirt-track rider on all the turns. By the end of the road everyone had been re-incarnated as Jay Springsteen. I winced as one rider had a G-out in a stream crossing that would have bent a lesser bike.

Eventually, Mike's Sky Ranch hove into view and was a welcome sight after that stressful ride. We parked-up, showered and slipped into something more comfortable before lining up at the bar for cold beers and margaritas. The bar walls were held together with the largest collection of stickers, posters and T-shirts I have ever seen. All sorts of offroad characters come back year after year, and re-autographed and dated the T-shirts that are pinned up. The food was pure ranch cooking and consisted of re-fried beans and barbecued steak. Mike's was certainly located in a rather picturesque area, surrounded by high peaks with a fresh stream running through the valley.

DAY 5. After another wholesome Mexican breakfast, it was time to go. The first challenge of the day was the infamous Simpson's track, which runs out of the back of Mike's Ranch. This track consists of round rocks about six inches in diameter lying on a 45-degree slope. We all safely negotiated this little hurdle and stopped to let the arm pump decline. The sun was by now rapidly climbing the sky and I was amazed how hot it could be in January.

The track wound down the mountain for some 20 miles and comprised of a variety of surfaces. Everything from sand and smooth rock, to hardpack; it had it all, and I have to say it was one of my favourite tracks out of the three days riding. Occasionally, a stream crossing would suddenly appear and give us all a welcome cooling splash. Eventually, we emerged onto the main street of Valle de Trinidad and

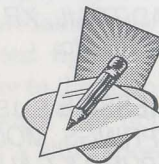
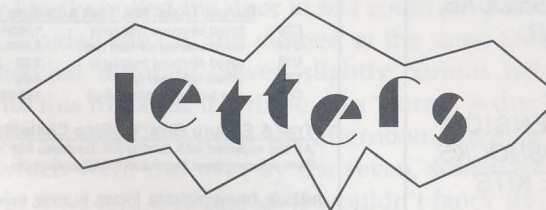
rode into town. The locals waved sullenly from the porches of their houses, and I could not help feeling we were somehow invading. After wolfing down some refreshment and having yet another snickers bar, the route continued west towards a small ridge of mountains and the Pacific coast that lay beyond. The group rode through lush valleys between the hills following a small river until we slowly climbed up to the main pass. The view at the top was unsurpassed. Mountain ranges could be seen marching away in all directions, and the air quality made each successive range just a little more indistinct, until they faded into the hazy horizon. Descending the far side, the track followed the curves of a river down to the ocean. By now, I had bonded with the XR600 and the graded track allowed me to see how fast I could take each bend. The rear end stepped out in perfect control and on accelerating, I could feel the tyre grip and release, grip and release. It was great fun while it lasted but sadly after 15 or so miles, we arrived at a T-junction and turned right onto the tarmac, for a fuel refill in San Vicente.

Leaving San Vicente, the track wound its way out to the Pacific Ocean and along the coast we dropped in and out of small fishing villages. Here the local children would wait until you were riding parallel with them and then they would unleash a barrage of missiles at you. Thankfully, they usually missed, but it was still a little unnerving. The dust was as choking as ever and with little wind to disturb it, the dust-trails hung in the air for miles. Taking a welcome break we sat on top of the cliffs and watched porpoises playing in the surf below while the sun slowly sank into the West.

The afternoon was ending as we finally dropped down from the coast range to Santo Tomas and gathered in convoy for the last 20 miles of tarmac to Maneadero. Once in town, we washed off and changed our clothes, loaded the bikes and headed back to Ensenada for more tortillas at our roadside café. It was then just a case of heading back to the crazy border crossing that is Tijuana and then up the freeway to Los Angeles to roll in at about 10.30 in the evening, off-road satisfied.

DAY 6. We landed at Heathrow Airport to be greeted with pouring rain and it was generally agreed that we should have stayed in California. Baja now seemed like some wild half-forgotten dream and it took some time for the experience to sink in. In hindsight all I can say is "until next time", as I, for one, will head back.

Many thanks to Nick for the hospitality and to Baja Off Road Adventures for the excellent organisation and the generally professional attitude. Contact Andy on 0118 932 0881. E-mail them at info@bajaoffroad.com and check out their website at www.bajaoffroad.com.



JOURNALISTS

Mr. Bleazard in July's Trail Bike and Enduro Magazine reproduces part of our off-the-record discussion about the Virgin Atlantic TV and Film advertisement.

He's attempted to cause divisions and knock the TRF. Such is journalism. I have no intention to criticise anyone who respects the Code of Conduct. I was just

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

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

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

BADGE (enamel pin badge with round TRF logo) £3.50 inc. p&p
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SIZE GUIDE: An XL sweatshirt or T-shirt would fit a 42"-44" chest but it would need to be an XXL pullover to fit the same person for a loose but comfortable fit.

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| 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 |

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| C14 | (hard wearing off-road tyre) | 4.00/4.25-18 £32.50 |
| C16 | (good all-round front tyre) | 3.00 - 21 £28.50 |
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| C11 | (the legendary Stoneking) | 120/90-18 £36.50 |

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happy that the advertisement was, to the majority of its audience, fairly benign. Fortunately, unlike Shell and Persil advertisements in the past, the producers had not taken the cheap and easy way of strengthening the message by reinforcing stereotypes of motorcycles and/or their riders. The elements of the stereotype are thrown at us all the time - noise, speed, danger, pollution, damage. That's what the public enquiry for the proposed TRO (not made) on The Ridgeway was all about. That's the concern of all the other recent consultations - Making the Best of Byways, Vehicles and Byways; and the three rounds of consultation with the Countryside Commission leading up to impending legislation.

Mr. Blezard's article describes how the producers of the advertisement asked Mr. Melber, the Editor of the magazine if they should use a Suzuki PE175 and it was he who advised them to use "... a more charismatic thumper". In this instance we have been spared a possible reinforcement, even subliminally, of the stereotype to an audience of millions.

Mark Holland, Hon. Nat. Public Relations Officer

A SORRY? MOMENT FROM THE 1999 COAST TO COAST

Originally, in the plan of things, I was a back up both days, but this did not happen as the run leader of group 4 fell through his garage roof and broke part of his shoulder. So I worked a route out which included "Jagger Lane", a nice unused true green lane off the A66 Scotch Corner to Penrith Road.

Saturday was a nice warm sunny day with just a bit of broken cloud cover and warmish wind wafting gently through the Dales, a nice romantic picture being conjured up here, so we "The Group of Eight", left Scotch Corner to do Jagger. Upon entering with me leading it starts off well defined, then narrows and gets ever so greener and slightly overgrown. Imagine my surprise when coming up to a blue estate car with both doors open and tailgate up I thought to myself very quickly "Strange place to a) see the scenery and admire Richmond (you couldn't see 20 yards ahead) or b) do a spot of bird watching (too much passing traffic for that). Getting closer I then noticed various items of clothing scattered across the lane just outside the driver's door. Suddenly this male semi-naked body appeared and very kindly pulled the door in so I could get past and paying strict attention I skilfully avoided the car and clothes, at the same time not falling off. Behind me was somewhat different. Seven slightly curious helmeted figures peered very briefly into this romantic interlude, so a "sorry" is due here to the couple in the car for being very briefly part of the afternoon. Another "sorry" for not seeing the clothes which were run over by the seven, somewhat at a slow speed and duly covered in mud and tyre marks. (I wouldn't fancy trying to wash those).

A big "sorry" to the lady with the shapely legs and finally "sorry" to the seven innocents in my group for seeing far too much for their own good on the 1999 C to C.

Dave (The Butcher)

P.S. The word laughter doesn't begin to describe how we were when we reached the end of the lane.

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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&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.

XL250R MONOSHOCK Good condition. O-ring chain. Cables, sprockets and spare 18" rear wheel. £750 ono. Tel: 01200 423239.

DAVE COOPER BIKE RACK to fit on towbar. Adjustable to wheelbase. £25. Tel: 01793 766568 (Wilts.).

KTM LC2 125 1996 "P" reg. One old owner from new. Excellent bike on or off road. £1750. Tel: Les Nicholls 01752 345360.

HONDA XR250RV '96 model, bash plate bark busters. Trail ridden only. V.G.C. £1950. Tel: 01977 670159.

WANTED XT250 SPARES for 1980 model "anything". Will collect. Tel: Richard 01824 703559.

CRM FRONT BRAKE DISC new, still boxed, cost £70, accept £40. Also new sump guard £40, or both for £70. Tel: 01773 762683 (Notts.).

YAMAHA XT350 "K" reg. 7500 miles, Renthals, 520 O-ring conversion. Spare

wheels and tyres. 12 months test, 6 months tax. £1200. Tel: 01325 378105 (N. Yorks.).

HONDA CRM250-2 1992, low mileage. Very little trail use. Blue and white. Taxed and tested. Excellent condition. £1850 ono. Tel: Chris 01207 506333 eves or 0191 210 2808 days.

KTM300 EGS '98 "R" reg. Just 1 year old. 12 months tax. "Mint". £3250. Tel: 01246 567507.

KAWASAKI KLX250 1993. Tax, MOT. Very good order. £1650. Tel: 0181 947 2243 (S.W. London).

SUZUKI PE175 "V" reg, MOT, VGC. Photos. £650. Also Honda XL185S, "X" reg, MOT, £550. Tel: 01524 811794.

WANTED Engine and wheels for Kawasaki KL250 ("Y" reg) or complete bike for spares if very cheap. Tel: 01270 665578 (Crewe).

DR350(S) 1991 "H" reg. 7600 miles. In standard 'road trim'. A1 condition. Worth £1700 of anyone's money. Tel: 01539 726509 (Cumbria).

HONDA XR250RT (new dry sump model). 1996. 12000km. Good condition. Green lane use only. Nice light bike. Long tax and test. £2175. Tel: 01453 845142.

HONDA XR400R Taxed. '98 "R". Renthals, bush guards, DEP exhaust, new tyres, green lane only, 3600K. Ill health forces sale. £2850 ono. Tel: 01484 655074 or 07801 222824

KAWASAKI KMX200 SPARES Seat £20, rear wheel £20, swing arm £20, tank and scoop £20, DEP rear silencer £15, rear brake £20, rear shocker new £100. Tel: 01246 204217 (Derbyshire).

KAWASAKI KL250 trail. Full tax and MOT, 3700 miles from new. Excellent condition. £550. Tel: 01283 543562.

HONDA XR250RF 1985 "C" reg. MOT till March 2000. New Renthals. Aluminium brush guards. Lots of new parts. Recent front brake. Rear suspension overall. Very good condition. £999 ono. Tel: 0151 526 2830 or 0403 773044 (mobile).

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

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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/knobby 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.