

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 044 748
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: 01709 367332
2 & 4 Tuesdays, *The Angel Hotel, Sprinkhill, Eckington, Nr. Chesterfield, Derbyshire*

DEVON Rob Williams, Tel: 01626 364564
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 Rickerby, 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
2nd Thurs, *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 Chris Moody,
Tel: 01207 506333 6-10pm or 0860 302001 (mobile)
1st Tues, 8pm, *The Swan Inn, Heddon on the Wall*

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

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

PEAK DISTRICT Neil Walker, Tel: 01788 811919
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 Keith Owen-Bines, Tel: 01793 751129
1st Wed, *The Carrier's Arms at South Marston, Swindon*

SUSSEX Bevis Billingham, Tel: 01243 585128
Last Thurs, *Ashington 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 Alan Yandell, Tel/Fax: 01225 864187
1st Tues, *The Bell On The Common, Broughton Gifford*

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



Patron: Lord Strathcarron

TRAIL

DECEMBER, 1999 No. 256
The Bulletin of the TRF, the National Club for all who wish to ride Legal Motorcycles on Legal Carriageways.

EDITOR: Fred Ellison.



Pete Spence on the Park Head Road, Lake District 1999.

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Seasons Greetings

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- DISPLAY EQUIPMENT CO-ORDINATOR**..... Leo Crone, Tel: 01325 487927 (7 a.m. - 5 p.m.). Display boards held at
Unit 10, Red Barnes Way, McMullen Rd., Darlington. Tel: 01325 463815
- EQUESTRIAN EVENTS LIAISON OFFICER**..... Colin Patient, 14 Ryecroft Close, Woodley, Berks., RG5 3BP.
Tel: 0118 969 6783.

TRF Website <http://www.trf.org.uk>

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E D I T O R

Season's Greetings To You All

Thank you all for your help and contributions to TRAIL over the past year and I hope that I can look forward to your support next century (I purposely did not say millennium because everyone's fed up of it).

This century ends on a good note for trail riders with a record number of members for the TRF and see Rights of Way 'Stop Press'.

Wishing everyone lots of riding in the next millennium (there, I said it!)

Fred Ellison



JOHN EBBRELL MEMORIAL RUN TRF 30 Year Anniversary

It has been suggested that it would be appropriate in the Centenary year, now that our Fellowship is Nationwide, that every Group dedicates one of its runs in the year to guests from other groups in memory of John and his concept of good fellowship. Please discuss this and feedback with a view to setting up a central clearing house.

Dave Giles

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Sharing

Since last I wrote I have spent a day and a half in Chesterfield Magistrates Court listening to the opening of a case brought against eight of our members for riding on a bridleway. Small groups on different occasions. Arrayed against our members on behalf of the Crown Prosecution Service was not only their solicitor but a very expensive imported home counties barrister. The 'trial' lasted three days with the judgement being given by the stipendary magistrate one week later. Also in this story was the bizarre use of a police helicopter to video the route of the lane - a copy of which was sent to each of the defendants - all part of the pressure put upon our members. And all this for a non-endorsable driving offence. Our defence was that this route had higher historical rights and at the end of the day the Magistrate believed that there was sufficient evidence of this to create a reasonable doubt that the defendants were guilty. Case dismissed. But that is not to say that he made any adjudication over the status of the route, he did not. The cost of all this? - £30,000 would be my guess - and most of that remember is from the public purse. What a misuse of public resources.

But all of that is just a prelude to what I want to say. Firstly, without the TRF only the most exceptional person would have been able to stand up against this kind of pressure. Not only would the individual have been fined, but this particular route would have been in effect 'lost'. Secondly, a very big thank you to the very considerable efforts put in by John Clarke and his team who managed this defence. We should be grateful, and not take such entirely voluntary endeavour for granted. Thirdly, and for me the most instructive, was to attempt to view the evidence as if I were the Magistrate i.e. not with my background knowledge or pre-disposition to the evidence, but as one looking and listening to the evidence as an unbiased observer - indeed, what was reasonable? We should spend more time asking this question of ourselves. What do we look and sound like? Is our argument and behaviour reasonable? The simple answer is that it must be (or become so) because we share the routes that we use with other members of the public, people who have the same rights as ourselves. Not more, not less, the same!

The technical argument as to the status of a particular route is settled by the historical evidence. But the argument against today's use of these ancient vehicular routes with motorcycles has more to do with people's personal perceptions of what is 'right or wrong'. So in the long run we are as much in the business of trying to manage perceptions of our hobby as we are of rights of way research. And here every single member can contribute; helping us - or hindering us, by their own individual actions.

Thanks to all those participative members who sent a reply to the DETR document 'Improving RoW in England or Wales' (I've never had occasion to seek out my MP before - and I was well received). I am sure that collectively we made a difference. Now, I have been invited by the Countryside Agency to participate on your behalf in a working group meeting to agree proposals to improve both the

management and recording of byways. At the table will be 17 other agencies with an interest: some of whom might be regarded as reasonably well disposed towards us and others who will definitely not be!

However, please:

DO NOT SEND ME TO THE NEGOTIATING TABLE HANDCUFFED!

That is something every single member can ensure by his or her individual behaviour.

- Do ride only where you know you have a right.
- Do ride in groups of less than 6.
- Do stick to our code of conduct.
- Runs Leaders: have the moral courage to say NO to larger groups.

I would also ask groups and individuals to show some self-restraint at this time: avoid the honey pots, avoid the peak times. Be adventurous. Explore a new area, not the over used ones. Manage the perceptions, think about how you might look to a non-enthusiast. To do so will be seen by most others around the table as being reasonable. To step outside would be to invite censure and restriction. I repeat, don't shoot me or yourself in the foot!

Now, I'm off to collect my bike that has had to have some work on its gearbox after a contretemps with a Welsh rock step. So I will be awheel again over Christmas and New Year. I can't think of a better place to meet you. So, see you on the trail.

Dave Giles

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NOTICE BOARD

PLEASE NOTE OUR NEW NATIONAL TREASURER

John Gardener,
119 Hallbridge Gardens,
Up Holland, Lancashire, WN8 0EP.
Telephone: 01695 622792

INVOLVED IN HORSE EVENTS?

Wanted: Statistics of events through 1999. Please include no. of events, no. of days, no. of TRF members. Also, who do you contact within the BHS/BHTA/EHPS?
Details to Colin Patient, 14 Rycroft Close, Woodley, Berks. RG5 3BP.

HERTFORDSHIRE GROUP

No January meeting due to refurbishment at 'The Old Guinea'. As from February we will meet on the 2nd Thursday of each month. (Bring & Buy sale at Feb. meet).

Annual New Year's Day run - Sun. 2nd January, 10am from outside MacDonalds on the Bell roundabout, London Colney. -MR-189034.

Contact Tony McCusker, Tel: 0181 953 5702 or Colin Adlam 01727 875618

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GATESGARTH PASS

It has been agreed (in order to minimise erosion at the Southern end) that "Any rider using Gatesgarth Pass will only ride it in a Southerly direction, i.e. from Haweswater to Longsleddale, for the duration of the winter months".

BIG BIKE AS WELL AS A SMALL BIKE?

You may be interested in this web site: www.bigtrailbike.com or write to BTB.C., P.O. Box 1628, Sheffield, S20 4BR for a run sheet for 2000.

RoW NEWS

BRIDLEWAY IN CUMBRIA

"Would all members please note" - The Bridleway between the A6 Shap Road and the A685 Tebay Road, Sheet 90, ref. 553-036 and Sheet 91, ref. 605-015, can no longer be ridden.

The farmer has withdrawn his permission to pass through his farmyard. His generosity and patience finally ran out recently due to overuse mainly by CCM motorcycles. In one particular weekend he had as many as 50 motorcycles passing through.

Please do not ride this bridleway again!

Roger Harris, Cumbria Group Chairman

NORTHERN REGION

General Master Map and List Update. Please remove the following lanes:

90/71	91/47
96/29 (from 246871 to 256878)	98/99
99/7 (from 090616 to 111600)	104/173

All these are because of voluntary restraint due to over use by motorcycles. 98/99 in particular is also subject to a temporary TRO as it is being repaired. If this restraint is respected then we would hope to be able to bring these lanes back into use at a later date. It is up to you.

Sorry, but this time there are no new lanes to add.

Sam Watt, Northern Region

HIGH PEAK & POTTERIES

Macclesfield/Buxton Old Road. Near Derbyshire Bridge, top of Goyt Valley. UCR Cross Road. OS 113, 012717-022714.

This short UCR has suffered damage by 4x4 vehicles which has caused a stream to be diverted.

The Peak Park Rangers have asked us to avoid using this route, especially in wet conditions, so that emergency repairs will allow the flooded ground to stabilise. Please respect this request.

Rod Butterworth, RoW Liaison Officer, Leek, Staffs.

THE LAKE DISTRICT HIERARCHY OF TRAIL ROUTES INITIATIVE (HOTR)

Could I remind all TRF members who ride in the Lake District that, "In order

to minimise intrusion" it has been agreed with the Lake District National Park Authority, "There is a voluntary limit on group size to that of six riders. We are still receiving reports of large groups of motorcycles (including CCM!) riding in the National Park and we realise that not all are TRF members. So could you all please spread the word!

Also could I ask any groups who intend to come and ride in the Lakes to contact me with the group numbers and dates of their intended rides. Many thanks.

Roger Harris, Cumbria Group Chairman Tel: 01539 725198

DRAFT B&B ITEM

The BBT nerve centre received in mid October a consultation from Gwynedd Council outlining proposals to downgrade an unclassified road at Cwm Hafod Oer, Dolgellau. The minor road, which passes through the farmstead at Gwerngraig (GR 124/758154) has been "designated" by Sustrans as part of their Lon Las Cymru route. We called Gwynedd Council for more details on this proposal. It seems that an application to downgrade the unclassified road has come from the owner of Gwerngraig, who is not liking the number of cycles now passing his front door. We asked Gwynedd "Has the farmer been advised to make this application by Sustrans?". Probably". Part of the deal now offered to the farmer by Sustrans is the diversion of the route away from the farmstead, the downgrading of the whole lot to bridleway, and the expenditure of "£30 - £40,000" on making the road "more suitable for bicycles" by Sustrans, acting as agent for Gwynedd Council. Oh yes, the Sustrans tender to the council also shows cattle grids in the "bridleway". Gwynedd Council officers have considered and offered an alternative in the consultation: Instead of closure of public rights, a width restriction TRO would be made prohibiting any vehicle over 1.6 metres - the width that, in the Council's view, is the maximum that can pass down the full length of the road. Local users are expected to object to the closure proposal.

• • • STOP PRESS • • • STOP PRESS • • • STOP PRESS • • •

PROSECUTIONS IN DERBYSHIRE

News today (6th December 1999) is that the Crown Prosecution Service have dropped the prosecution of East Midlands Group members Mark Scott and Peter Oakley (known to some as the Goggle Brothers) for riding on a Bridleway, namely Frith Hall Lane, Brampton, Derbyshire. Bearing in mind that the incident that gave rise to this prosecution took place nearly two years ago and has resulted in at least a dozen magistrates court hearings since then, the pressure on Peter and Mark has been considerable. Both members were delighted with the news. The best Christmas present I could have was one comment.

Richard Marshall



OUTGOING TREASURER'S FINAL REPORT

This is my last report as National Treasurer as my successor was voted in at the Executive Meeting held in Birmingham on Saturday 4th December, 1999. He is John Gardener of the Lancashire Group and his full address and telephone number appear on the inside front cover of this edition. Anyone who wants a copy of this year's Audited Accounts can obtain it from John, but please send a S.A.E. and quote your membership number.

Following discussion at the AGM could I please request that when Groups send in their returns this year, would they please indicate what they would be prepared to pledge to the Fighting Fund in cases of real need so that the Financial sub-committee can make sensible budget forecasts.

Finally I would like to record my thanks to Jeff Ward who as Chairman of the Financial sub-committee has guided and advised me through my three years as National Treasurer. Thank you Jeff.

Alan Wilkinson, Retiring National Treasurer



A HONEYMOON IN ZANTE

Zante or Zakynthos to give it its proper name, is a small Greek Island in the Ionian Sea, just South of Corfu. It was here my new bride Margaret and myself went on honeymoon for a week.

We both love the freedom that comes with two wheels especially in countries where you don't have to wear helmets.

When we arrive in a resort one of the first things we do is hire a bike and check the area out. Until now most of the bikes we have hired have been road orientated, as I have only been trail riding for the last 12 months or so.

I knew I was missing something when I read Mark Bromwich's account on Fuerteventura in TRAIL No. 250, June. I was in Fuerteventura mid June reading my copy of trail and could see the trails Mark spoke of going round the volcanos but couldn't be bothered (or didn't have the guts to say to the future Mrs. Teasdale we are going on a two hour bus trip to Corralego to get a trail bike). So I poured a Bacardi and coke and dreamed on!

Anyway, back to Zante, we left the suitcases in the hotel and walked down the main street in Laganas, to be met with a lovely surprise, every shop on the main strip either sold alcohol or hired motorbikes. Am I in Heaven? There were more trail bikes than you could shake a stick at.

We soon narrowed it down to either a Serow or a Trailway 200. Margaret gave

it the bum on seat test and the comfy seat on the Trailway won it.

You do need to give the bikes a quick once over for maintenance (or lack of it) as it varies a lot. If you're not too impressed, move on to the next one as there are plenty of places after your money, which for a bike like this will cost from £8-11 per day. "For nothing"

If you buy or get a map from the tourist office it shows three types of road: Red Roads: tarmaced (in places); Yellow Roads: which are a white marble loose stone; Black Roads: minor roads (more like goat tracks!).

I WAS CHOMPING AT THE BIT!

I had to come up with a cunning plan as, other than the miles and miles of loose shale roads, Margaret had never gone 'on piste' properly.

I picked a route out of Laganos, heading east on the road that runs parallel with the beach, past the bottom of the airport to the T-Junction. We turned right towards the sea, then 20 yards on the left we turned left following the sign that says 'Cave Bar' and as we approached the bar we kept to the right and rode through a small holding with lots of turkeys (maybe not if you go at Christmas). We followed the trail which at this stage was very easy to follow as it was well used by the goat herders. As we went round a corner we had to pull over sharply as 50-60 goats were heading our way - it was like a scene in a Wild West stampede movie. As the goat herder finally arrived with the stragglng goats he gave us a big smile and a wave. As we followed the track we came to a junction. Turning right would send us down onto the beach.

Now my cunning plan was to look at this beach because it's off the tourist track and used by the loggerhead turtles for which Zante is famous.

I now suggested turning left and the cunning plan was in action. We climbed, quite steeply at times, up a trail that was to go up Mount Skopas.

On the map the black road ran out but as it was heading for the monastery on the top I figured that the trail was changing to an old track up to the Church and was soon to be proved right.

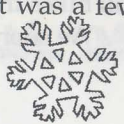
The large back tyre on the TW gripped well and the weight of a pillion kept traction with the loose marble. We stopped now and then to take on water and admire the stunning views.

We hit a tricky bit, a few large boulders, a fallen pine tree added to big hollows - Margaret got off and walked and I took the bike through (and yes, she was still smiling).

As we came around the next corner we popped into a quarry, which as you look at Mount Skopos you can see as the marble scar on the mountain side.

After a short rest in the silence, that was broken only by a lost homesick grasshopper rubbing its back legs together and a plane flying past us as we looked down on top of it as it came in to land.

We were now three quarters of the way up mount Scapos and it was a few degrees cooler than on the coast.



The trail was difficult to see as you left the quarry but the trail ran to the left of the mountain and I set off solo and left Margaret to walk 500 yards or so (that didn't go down well) but with the terrain as it was - very loose with large boulders (similar to Gatesgarth Pass in The Lakes). Very hard to get any momentum going but the TW did very well. I rested at the end of the hard bit as Margaret caught up (male chauvinist, what?).

That behind us the trail got slightly easier and we arrived at another quarry face with some old diggers and earth moving equipment that hadn't been moved for some time. From here we took another of our yellow roads up to the old Monastery on the top. A quick look around and we dropped over the other side of the mountain down a yellow road to Port Zoro near Argassi. The trail took about 3 hours in a pleasant temperature of 75-86 (early September).

The TW is not a bad bike if you use it for the places it was intended and is comfy two up. If Paul Atherton (September TRAIL No. 253) hasn't sold his, he could always take it to Greece and get £10 a day for it. (I can't believe anyone would get one of these in Lancashire).

Anyway, we did other trails and this is just one. The scenery is stunning, the people genuine. There are trails everywhere and few restrictions. This is the kind of place you can come on a family holiday, nip off and do a trail in the morning and do your bit in the afternoon with the family.

Something for everyone?

Mark Teasdale, Ribble Valley Group

P.S. Thanks to Margaret for giving it a try and still smiling afterwards.



REGISTERING & ROAD LEGALISING ENDURO BIKES FOR THE TRAIL

Why convert an enduro bike?

Some of the best trail bikes are derived from the milder clubman enduro bikes that have been available over the last couple of decades. Performance and handling are well up to even the most demanding of green lanes. Proper trail bikes are often a better option in the short term and are more versatile, but when ridden and compared to the qualities of an enduro bike in the dirt the difference is obvious. The main problem with enduro bikes is that they are designed as pure off-road bikes and lack some of the legal niceties required for the queens highway; green lanes included. Motocross bikes are much more difficult to convert and rarely make good trail bikes, lacking such niceties as a generator, wide ratio gears, lights, large petrol tank, speedo drive and a quiet exhaust.

The Kawaskaki KLX300 and KDX220 are two good examples of serious trail/enduro bikes, as is the Yamaha WR400. In the UK, Kawasaki and Yamaha sell them as "off-road" bikes for "competition use". This is a shame since elsewhere in the world (and through grey importers) you can buy SR versions with all the road legal bits added. Even these are often softened and detuned compared to the pure enduro versions.



Registering for the road

Fortunately there is no type approval for motorcycles so registering anything for the road is fairly simple.

To register a bike you will need a certificate of newness from the importer, a receipt, a VAT registration form saying that VAT will be paid by the importer (or by you) and a V55 for your bike and personal details. Take all of this to your local Vehicle Registration Office, pay the road fund licence fee plus £25 administration fee and you get your tax disc and new number.

Requirements

1. Speedometer. You need to have one!
2. Dip and full beam: you may find your enduro bike already has a twin filament bulb and holder, but not the wire leading to one of the filaments.
3. Handlebar switch with off/dip/full beam for the lights: horn button and kill button.
4. Brakelight switch - there are two types available, hydraulic and mechanical. The hydraulic type is rather clever in that it replaces the banjo bolt on the master cylinder and connects to the wiring loom with 2 spade connectors. The mechanical type is connected to the brake pedal with a spring and is



- cheap but gets full of crud and can stop working.
5. The tail light may not have a twin filament bulb and holder and if not will have to be replaced.
6. An AC horn. Because there will be no battery, a DC horn will not work properly.
7. A reflector. This is often forgotten but is one of the items looked for in the MOT test.
8. Loads of coloured wire (red, black, blue, yellow, brown and green), solder, soldering iron, wire strippers, black insulating tape, block connectors and spade connectors.
9. The tyres must not say "Not for highway use" or "NHS" so make sure they don't. This abrasive problem is another MOT technicality and mainly an American requirement. Most MOT testers look for the gap between the knobs. If the gap is bigger than the knob, it fails. Having once made the mistake of using Pirelli Sandcross tyres on wet tarmac, I tend to agree.
10. A chainguard should also be fitted for full compliance. Look at the trail equivalent to your enduro bike and you may be able to fit that.



Conversion

All enduro bikes come with some sort of charging and lighting system. The exhaust systems, whilst not as quiet as a pure trail/road bike, are nowadays well within the acceptable limits and norms for road use. Even if a speedo is not fitted there is almost always some sort of speedo drive, cable and odometer.

The first step is to remove the side panels, radiator shrouds, petrol tank and headlamp unit. Assuming you buy the Pro-Racing handlebar switch I used, fit it to the left-hand side of the handlebar and run the cable behind the headlight.

On the wiring loom you will see that there is a connector with a yellow wire, a green wire and a yellow/green wire. Wire the yellow to the full beam, the green to the dip and the yellow/green will go to the earth later on. Power is supplied from the yellow wire (on a Kawasaki) but needs to be connected to the red wire to the switch. It is worthwhile putting an in-line fuse in the circuit to stop a potential electrical short from frying your bike. The brown wire goes to the red wire from the tail-light and the yellow/green needs to be earthed. The best place for this is the existing black wire earth to the coil.

Fit the horn behind the headlight. There are usually a few screw holes unused to which the bracket can be attached. The blue wire is for the horn, which also needs a power supply from the red wire. The speedo can be fitted between the headlight and the handlebars. I used one of those little chromed ones reading up to 160mph and much loved by spotty urchins living down your street (whad'll it do mister ...Cor! 160mph!!)

If a hydraulic brakelight switch is chosen simply fit this onto the master cylinder. A mechanical switch will need a bracket and a hole in the brake pedal for


the spring. Strictly speaking a front brake switch should also be fitted but it is pretty pointless to my mind. The tail-light needs to have a twin filament holder fitted. The wire from the stoplight has to be run down to the brakelight switch and a second wire sending a power supply to it. You can also use the additional kill button by connecting the black wire to the existing kill button. Finally bind the wires into a loom with black tape to keep the job looking tidy and professional.

Parts Availability


Most motorcycle dealers can supply some of the parts but are not always designed for our specific use. I used Pro-Racing in Daventry (Tel: 01327 301322) who specialise in conversion kits. Unfortunately they don't supply the full wiring loom or block connectors that connect to the light switch loom. The full cost is about £110 including the extra wire and connectors. Bullet connectors can be used but it's best to source your own block connector. I obtained mine from an electrical store for a few pounds.

It's worthwhile taking your time over this since electrical problems are a pain to diagnose and not something you can easily fix. When complete you will have the satisfaction of owning a bike that won't need engine and handling upgrades like a trail bike often does to improve it on the trail and it is fully legal for riding on our green lanes.

Steve Neville




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from guernsey to the picos de europa

My wife, Jill, and I have just returned from a fantastic week's riding in the Picos de Europa, Spain.

We rode the Picos on my slightly modified KTM Adventure. For our Spanish adventure I used the standard 28L tank (not many service stations in the mountains) but used a small enduro headlamp in order to save the weight of the standard headlamps, faring and faring subframe. It only takes about an hour to return it to standard. The standard digital speedo and trip computer is used, mounted on a purpose made handlebar bracket. The speedo can be replaced by a Garmin GPSIII using the same bracket. I have also fitted a Scotts steering damper. Once you get used to adjusting the damper it is a fantastic piece of kit, keeping the bars under control in all conditions.

We travelled down to Spain by driving through France from St. Malo with the bike in the back of my Skoda pick-up and stayed at the Parador (State run good quality hotel) at Cangas de Onis.

The riding in thee Picos was great with a mixture of wide, open stony mountain tracks, tree covered woodland lanes and everything in between. The bike was great for two up trail riding, but we knew that already as we have also ridden Salisbury Plain and Normandy on it.

We didn't see any other bikes on the trails, nor did we see any horse riders and very few hikers other than in the Fuente De area. Those that we did see appeared to be friendly enough.

I would heartily recommend the Picos to anyone as the trails are not too difficult to ride, although they can be difficult to find!! The Spanish maps are not as accurate as the good old O.S. Landrangers and we were glad to have the GPS as back up on occasions.

Many thanks to Tony Stuart who gave me loads of advice on the conditions & which maps to use before we went.

Tim Marquis,
Guernsey



OBITUARY - Steve Bertram

Editor: On Saturday 20th November trail riding suffered it's first ever fatal accident when Steve Bertram, the Group Rep. for Northumberland Group, a familiar figure on the Coast-to-Coast and elsewhere, was riding with friends in the Isle of Man when he went over the bars, and in what has been described as a one in a million chance broke his neck.

Steve was married to Sandra and they have two children Stefan and Katherine. Our condolences go to Steve's family.

There was a massive turnout for his funeral and his obituary could run to several pages. Below are just some of what has been said about Steve and the word that stands out is 'special'.

A few words that Chris Moody said at Steve's funeral:

He was a truly special person.

Special for his complete unselfishness and generosity.

He would be the first to offer help to anyone who needed it, even if it was to his own detriment.

As an example, he drove for hours up to Scotland and 5 minutes into the trail one of the lad's bike broke down. Steve instantly handed over his bike and sat in the van for the first half of the day.

Special for his closeness to nature. Steve loved trail riding, not only because of the bikes but also because he could explore and become part of the countryside (he always wanted to eat his sandwiches in the wildest, most windswept spots). And he didn't have the heart to cut down a tree for Christmas, so every one was dug up, roots and all, so that it could be replanted later.

Special because he looked for the good in all people.

Steve was certainly to me as a friend and fellow TRF officer the hub of my trail riding life, and I know this is true of a great many people.

From us all Steve - bye bye now.

You were simply the Biz - Mr. BITZ.

Many thanks to the lads from Yorkshire TRF and Enduro club for their kind words and photos sent in memory of Steve. Cheers Steve. Your memory will live forever. *Ken Williams.*

Steve was one of the most enthusiastic trail riders I have met, a do'er. He could be counted upon to go anywhere, anytime. Credit must go to his wife Sandra for allowing him the freedom to lead such a full life.

For the past few years Steve WAS Northumberland TRF. There is now a great void within the club. Our thoughts are with Steve's family. *Trevor Newton.*

• SOUTHERN GROUP AWAY DAYS •

Autumn provides good opportunities to explore further afield in the quiet period after the holiday makers have gone home, and before the onset of the harsher winter weather. To take advantage of this Southern Group embarked on two weekends away.

The first in mid-September was to the Derbyshire Peak District where we were to be led by Cheshire member Ian Baillie. South Derby Group member Martin Edwards and partner Julie provided accommodation for the six of us at the Old Vicarage, Wetton. In addition to comfortable B&B Martin and Julie can provide advice on local trail routes and if you want a change, can provide equipment and tuition for hang gliding.

Weather forecasts for the weekend were not good but on Saturday it remained dry but very overcast. Our route took us first on a circular tour around the Wetton area and then generally south of Wetton along many walled tracks.

An unofficial lunch stop was made to Gridon when one member's rear tyre deflated opposite a pub. Mysteriously no puncture was found in the tube and it has remained up to this day!

Sunday dawned with cloud sitting atop of the Old Vicarage and light rain was falling by the time we set off.

Our route was to be a loop to the south of Wetton and as one of our members was an ancient ex-works trails rider, the route had to include Hollinsclough. As the morning progressed the rain increased in intensity and by the time we had reached Little Langstone, a hot drink was more than welcome. Our leader now turned southward taking in more walled lanes and the interesting climb up Pilsbury before returning to Wetton for a hot shower, a change of clothes and a pot of tea before departing on the journey home through the traffic of the M6.

Our second away trip was a repeat of a Southern Group favourite taken in the latter half of October on Exmoor. Accommodation for the twenty strong group was at the well proven Foresters Arms Hotel at Dunster. The initial intention was for two groups of eight, with our John Sapsard and Mike May as run leaders. Demand for places was high and a reserve list was building up. We were fortunate to be able to recruit the services of Ron Rickarby and Duncan Fish, two Exmoor Group members to lead an additional group taking one day each.

Again the weather forecast was not good but Saturday survived with just two or three short sharp showers. Choice of route was down to the run leaders with John Sapsard and Mike May heading east and taking in the Quantock Hills and returning over the Brendon Hills. This provides excellent views as well as very varied riding.

Ron Rickarby's route was to the south and west and took in all the exciting climbs in the Wheddon Cross area, before sampling the open moorland going over

Porchester Post.

Sunday dawned wet and remained so all day turning fords such as Tarr Steps, which had been crossed without difficulty on Saturday into impassable raging torrents. The group, headed by local leader Duncan Fish, took the coast road westward to Lynmouth, then up Begger Roost before turning southward to areas of open moorland, and completed a loop back to Dunster.

It was the turn of the two groups led by Southern Group members to head for the exciting climbs and none were more spectacular than Stone near Exford which now had a torrent of water cascading down over its large rounded rocks.

Despite the heavy rain, all three groups returned to Dunster within 15 minutes of 4.00 p.m. to shower, load up and return home.

M. J. May



THE PLEASURE OF A FANTASTIC WEEKEND

I feel I must write to express an opinion, which I can only hope that a lot of people reading this will share, and that is how very disappointed I was to hear that certain members of the TRF are opposing the Coast-to-Coast 2000. As yet I haven't heard one reason that justifies this decision.

Obviously the above said members should have a good enough reason for doing this which I hope they will be good enough to explain to the rest of us.

You might say that it has nothing to do with me, and you may be right to a certain extent. After all I am only a member's wife, but surely when you consider the pleasure of a fantastic weekend, riding and meeting friends old and new, some of whom have ridden the Coast-to-Coast for years now, it seems quite sad that it will all be lost now. I have always taken an interest in the TRF, and been involved with quite a few of the Coast-to-Coasts, but this just makes you think that what's the point of it all. Also if the TRF can choose to let a considerable donation from the Coast-to-Coast be lost each year, it must be making a lot of money!

I hope a lot of members and non-members share my point of view and express their disappointment too.

After all, what's the TRF all about?!

Linda Fawcett

TOUR 2000

I'm already making plans for a trail riding trip to Ireland, autumn time next year. We are hoping to go the west or south west area and as none of the group have made the trip across the water before, I'm looking for anyone who has knowledge of the areas, rights of way, accommodation, any information that may be of assistance in the early planning of the trip. I would be pleased to hear from them, either by phone call or by dropping me a line.

Whilst writing I thought I would take advantage and mention two other topics. The first, gearing for the XR600. Other riders keep asking "what gearing are you riding on". "Standard", I reply, but it's obvious others have experimented. Perhaps someone who has tried other options might get in touch or better still put pen to paper and forward for the trail mag for all to read.

My final topic, the return of maps, books and tools, etc. Having had a clear out the other day, both the shed and the study, I realised how much of my property is in other people's sheds and studies. I've never minded other folk using my maps (TRF members that is), books and tools, etc., but it would be nice to get them back. If you have items you've borrowed from a friend and you've finished with them return them now before they have to ask...

Safe riding.

Mark Phillips, East Mids. TRF

Tel: 01332 874947. 155 Longmoor Lane, Breaston, Derby

DR350 ENDUROS CAN BE BAD STARTERS, RIGHT!

As are many other four strokes of a similar ilk. I've always used a Splitfire plug in mine to give it a bit of help in the start up stakes, but I've never known for sure that it works, until now.

Scotland on an October morning and my mate couldn't get his XR600 fired up from cold. We tried pushing, towing, easy start spray, a new NGK warmed up with a lighter but all to no avail.

This new NGK was the same number as the spare I carry so I said, "Hey, try the Splitfire from my DR". We did. Bingo! First turn of the crank saw this XR burst into life.

I put the new NGK in the DR and had trouble starting all day.

I still haven't got the Splitfire back, so I think my mate is convinced too.

Nightrider Newton, Sunderland

GREAT IDEAS

I have been riding motorbikes for a number of years. I remember my first bike, a DKW125 (I'm grateful that the Alzheimers is erratic). I started riding bikes at the tender age of 10, and I've had one 'ever since'. That means I've been riding bikes for 38 years ...SPOOKY! I was thinking the other day, a somewhat dangerous

pastime, about the tools, accessories and clothing I had all those years ago. As I thought I realised how life on motorcycles has progressed over the years. There are some inventions, ideas and technological advancements that have made this pastime of ours that little bit better. I list these in no order, either chronological or hierarchical. These are the things that I have used, had, or would have liked to be able to afford.

Puncture repair foam	CO ₂ bottles for inflating tyres	'O'-ring chains
Folding rear brake lever	Auto-lube system for 2-strokes	Folding gear lever
Bib Mousse	Bum bags	Camelbak
Motion-Pro tool kit	MSR tool kit	Electric starter
Foam air filters	Renthal bars	Brush guards
Bark busters	Tie-downs	Sump guards
Front fender bags	Rear fender bags	Bum bags
Gear bags	GPS	Kevlar
Squish heads	ROKO Quick-strap	CDI unit
Body protection	Long travel suspension	

Acerbis-type products such as frame protectors, fenders and other plastics
 Double-glazed, fog-proof lenses for goggles
 Removable linings for helmets, boots and jackets
 Expansion chamber (the invention that liberated the power of the 2-stroke engine)
 Lighting systems that work! (You are able to SEE the trail ahead when it's dark)
 Gore-Tex socks, pants, jackets, etc. (getting wet is a bummer, especially at my age)
 Disc brakes (have you tried stopping an XL185 when it's raining? Phil Lord has, and it doesn't!)

I'm sure you can think of other wonderful things that I've left out. This is by no means a comprehensive list. Have fun on our ancient routes using all of your hi-tech stuff. While you're doing this spare a thought for those trail riders of yore: no breathable, waterproof gear
 no lightweight stuff, so the bike weighed a ton (at least)
 no snazzy toolkits, the tools weighed almost as much as the bike
 poor lighting, suspension, brakes and reliability

Still, from what I can remember, we still had a load of fun!

The Alzheimer Kid, Alan Hodson

SNIPPETS FROM ANDORRA

After 36 hours on the Bilbao ferry (£170 return inc. bike & berth) time spent eating, drinking, swimming and sleeping, etc. we set off at 7.30 a.m. taking the Spanish route to our base for some trail riding in Andorra. Phil on a Honda 250, Steve on a DR350, Matt on a KTM620, Dick on a big big BMW and myself on the XR600. We required petrol stops every hour or so and meal breaks every 3 to 4

hours. The journey became a marathon arriving at 10 p.m. after miles and miles of twisty bendy roads tired and ready for eats and bed.

Having recovered from the journey we soon got into the trail riding, our host John and his friends Geoff and Alan were excellent guides taking us out daily on amazing long, dusty, rocky, steep trails all with panoramic views of the Pyrennees. Dinner stops were taken where cold beers, coffee and local snacks were the order of the day. (I also managed to ge the last of the late summer sun).

Evenings were spent at Rics restaurant eating traditional, local fayre from around the world. The apartment suited very well - easy catering for the 8 of us and a secure basement garage. What more could we ask for?

Andorra is well known for low cost goods so a shopping trip was arranged, taking in the town's shops and also the many motorcycle outlets. I think we all managed a bargain or three.

On our last night Phil took ill and after time in the local hospital it was obvious he would not be riding back with us. (Lesson to be learned, good insurance testing time). As we set off via France, this time for the ferry, Phil made arrangements to fly (and to get his bike back to the UK). Our homeward journey started with a very wet and foggy climb up and over and across into France. We then decided to use some motorway tarmac and after 8 hours in the saddle stopped in a very nice motel (with pool) just on the French side from Bilbao. Evening meal in a typical local cafe and after an early start onto the return ferry (30 hours) back to Portsmouth...

A condensed view of our trail riding holiday to Andorra. Thanks to Phil for the organising, John for the accomodation and Steve, Matt, Dick, Geoff and Allen for the company. Also thanks to all the TRF members who contacted us during the planning stages.

Two jobs to do now: clean the bike and start planning the next trip!

Mark Phillips, East Mids. TRF



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SUZUKI DR350S "K" reg. £1600. Blue/white - good condition. Trail use. Many new parts. First to see will buy. Tel: Paul 01489 860791.

XR250RL 1990. 12,500 miles. VGC Recent tyres, chain, etc. £950. Tel: 01663 746076.

HONDA CRM250 Mk II 1991. T&T. After market exhaust and silencer giving excellent performance. Well equipped & in good order. £1350 with number A3 TRF. **Kawasaki KLX250G** (The trail bike version). Feb '95. Owned from new. Perfect order & almost immaculate. Modified to improve starting & performance. £1750 with number M2 TRF. Tel: Tony Stuart 01208 862960 for more details & photos.

KAWASAKI KLX300R UK bike, fully road legal. Sensible extras. Trail ridden only. 'O'-ring chain, new tyres. VGC. £2700 ono. Tel: 01332 835516 (Derby).

GARAGE CLEAROUT Make me an offer! Honda XL/XR/TLR bits: unused XR200 twinshocks by Sebac (400mm), barrels & pistons for TLR200 and XL185, metal petrol tank and cap for XL185, unused SM mid-section of exhaust, TLR rectangular speedo with telltales, XL metal r/mudguard & extension (2 off). Kawasaki bits: KMX r/mudguard, extension & lamp (green), 1 pair sidepanels (scruffy black), Showa front forks. Tel: Colin Patient 0118 969 6783.

KTM620SC August 1998 "S" reg, owned from new. The ultimate greenlaner! Smooth, powerful, great handling and with bomb proof reliability. Outstanding condition and professionally maintained. First to see will buy. Tel: Bill on 01584 881695 / 881209 (fax) (Worcestershire).

YAMAHA DT125R Genuine Yamaha power valve kit. Complete with fitting instructions. £110. Tel: Paul 01444 244578 (West Sussex).

XR250 "M" reg. 10,500 kms. Tax & tested March 2000. £1600 ono. Tel: 01454 260297 (Bristol).

SUZUKI DR350S 1992 "J" reg, T&T, 9500 miles, white & blue. £1300 ono. Tel: 01705 791253 (Hants.).

METZELER SAHARA ENDURO 3 tyres, 100/90/19 front, 130/80/17 rear, suit Pegaso, Funduro, etc. As new. £80 the pair. Tel: 01773 769228 (Notts.).

SEROW "J" reg. Electric start, Bridgestone gritty's, handguards, long MOT & tax. £1000. Tel: Alan

01273 882986 (Brighton).

HONDA CRM250R Mk I, red, 15000 kms, MT21s & trials tyres, "F" reg, excellent condition, house move forces reluctant sale. (Nr. Ipswich). £1500 ono. Tel: Sue 0786 7605346 (mobile).

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