

GROUPS

AXE VALE Malcolm Preece, Tel: 01275 844757
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 Paul Andrews, Tel: 01179 659255
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 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 768055
2nd Thurs, *The Old Guinea, Ridge, Near Potters Bar*

HIGH PEAK & POTTERIES
Simon Lowe, Tel: 01298 70680
1st Tues, *Black Horse at Endon (A53, about 3 miles West of Leek, Staffordshire) & 3rd Tue, Cheshire Cheese, Buxton*

ISLE OF WIGHT Andrew Hawkins, Tel: 01983 617232
1st Wed, *The Eight Bells Inn, Carisbrooke, 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*

NORTHUMBRLAND Chris Moody,
Tel: 0191 387 3507 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, Ewloe 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 John Hargreaves, Tel: 01254 721897
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
2nd 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*

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 Laurence John, Tel: 01784 470438
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 Mob: 07989 127093
1st Tues, *The Bell On The Common, Broughton Gifford*

WORCESTERSHIRE
David Gunster, Tel: 01905 452742 Mobile: 07970 919790
3rd Tuesday, *The Fox at Bransford, Worcs.*



Patron: Lord Strathcarron

TRAIL

JUNE, 2000

No. 262

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

EDITOR: Fred Ellison.



Suzuki DRZ400S Trail Test - see page 6.

By Tony Stuart.

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

E D I T O R

Please note my change of E-mail address: print@ellison.sagehost.co.uk. I apologise if this has caused anybody difficulty in communicating for this month's edition of TRAIL. Many of you use E-mail to send in your articles, letters and adverts but please remember to include your telephone number.

This also applies to news items and other contributions to TRAIL. Just E-mailing a small number of people who you think will be interested in your RoW problem, bike trouble shooting, or the latest brain wave does not put it into the public domain thus limiting your response and also effectively keeping approximately 2700 other TRFers in the dark and if they don't know what the problem is they can't really be expected to help can they? Share the load, that way it gets lighter. And if it isn't a problem, we're all waiting to hear the good news.

I realise that TRAIL is sometimes read by people who do not have our best interests at heart and will make the most of any indiscretions that get into print, but it is still our most important means of communication so don't E-mail to just a chosen few. Keep everyone informed. That way we can be a more co-ordinated organisation with an interesting and informative bulletin.

Having spoken to other Editors of club magazines it appears that E-mailing is also causing them problems with diminished magazine input, so please, if you've got something to say, let us all hear about it - send it to me for publication in your national voice.

Looking forward to receiving your contributions for next month's TRAIL and please remember to include your membership number and which group, if any, that you attend.

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Editor's change of
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NOTICE BOARD

THE EDITOR HAS A
NEW E-MAIL ADDRESS
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MISSING PERSON

Peter Knagg

Until recently Peter was the Rights of Way person
for the Lancashire Group. He disappeared from his home
on the evening of Saturday 27th May.

His money and personal effects were all left behind.

As an active RoW worker and run leader he is a well known face
in TRF circles so if anyone sees him or has seen him
would they please contact:

Preston Police on 01772 203203.

PROPOSED REGIONALISATION OF THE TRAIL RIDERS FELLOWSHIP

AGM2000

May 2000

Proposed Changes to the TRF Constitution to enable the Executive to function
on a Regional rather than Group basis.

This requires modification of three clauses only; additional text is shown in *italic*.

4.1(b) & 4.1(c): Delete entirely.

Substitute: 4.1(b) *The Chairman of each Region.*
4.1(c) *The Leader of Each Principal Officer Support
Team.*

6.4: Delete first sentence only.

Substitute: Each Group and Region shall hold an Annual
General Meeting for the election of its *Chairman and*
other Officers. Such Officers shall hold office for one
year from 1st January next.

6.7: Delete first and second sentences only.

Substitute: *Each Group shall belong to a Region, which must be*
approved by the Executive Committee. Each Region
may elect one *Delegate to each of the Principal Officers.*
The Delegates for each Principal Officer shall form
Support Teams and elect one of their number to be the
Team Leader. Such Delegates shall hold office for one
year from 1st January next.



TRAIL TEST

SUZUKI DRZ400S

Suzuki agreed to let me borrow a brand spanking new DRZ to test on behalf of the TRF. Obviously they had no prior knowledge of my riding ability or Cornish lanes!

Before using the bike I made a few mods. Firstly and most importantly I removed the Bridgestone Trailwing tyres and fitted a Bridgestone Gritty ED661 enduro tyre (which is definitely road legal) to the front and an MT43 and security bolt to the back. Additionally I removed the gearbox sprocket cover to facilitate easier cleaning, loosened the lever clamps slightly and dispensed with the nearside mirror.

On using the bike for the first time in my paddock I promptly stalled it and fell off trying to do a full lock turn. Assuming this to be pilot error I remounted and tried again. Stalled again! Further investigation revealed that the slightest downward movement of the left heel operated the side-



The all new Suzuki DRZ400S (top) and the bit that makes it go (right).
Note Tony's modifications to chain guard.

stand cut-out switch. Problem soon solved - removed it!

During the time I had the bike I managed to do nine and a half day's trail riding in nearly every part of Cornwall - and a bit of Devon - and clocked up about 750 miles. Almost every type of condition was encountered from the very easy to the very difficult, including such little charmers as Muchlarnick, Pink Panther and Rosenun, all of which can catch out the unwary. ^{Ed} (Or the innocent and easily led - be warned, this is where they take any visitors.)

The DRZ only struggled on Muchlarnick, which is a steep slate-slabbled lane with big steps. The damned thing threw me off several times, which I was sure was not my fault, but blamed it on the bike's standard 15/43 gearing which gave a clutch out speed at tickover in first gear of 7mph. I subsequently changed the gearbox sprocket to 14 giving a tickover speed of 6mph, and then to 13 giving 5mph. Whilst apparently not much difference it certainly made the bike more manageable for our purposes.

Right, what's it like to ride? Lovely creamy power throughout its wide speed range. Very positive and stable steering in all conditions. Suspension excellent after I adjusted ALL settings to minimum. (I only weigh eleven and a half stone). Added bonus was that height was also reduced so that I could get feet flat on the ground, instead of on tiptoe on standard settings. (I'm nearly six feet).

Brakes were also very good, being both effective and progressive. Light hand controls and good gear change - although I wondered whether a six-speed gearbox might have given a wider speed range, especially when lowering the gear ratios. Nevertheless it did not present any problem.

I and all that rode it thought it to be an excellent combination of torque power, acceptable well-balanced weight with good balance and a pleasure to ride both on and off the black stuff.

As a pure trail bike it could be argued that a smaller lighter machine would get you over the nadgery bits more easily, but for sheer riding pleasure throughout a trail riding day, I haven't ridden better - and I've owned and ridden a few!

My only criticisms of the bike concern the bits that Suzuki chose to leave off it - namely greasers on the suspension linkage, protective covers for water pump and crankcase, also no rear carrier which I deem to be very important on a serious trail bike. The indicator stems are made of plastic - NOT rubber - a big mistake! Come on Suzuki you entitle the DRZ400S "Dual Sport" which surely means that you can also tour or commute on it as well

as trail ride. By missing off these items I believe that you are "spoiling the ship for a happeth' of tar". But for these few minor criticisms I would have given the latest and bestest DR 10 out of 10.

Would I recommend it as an all round trail bike? Yes!

Would I buy one? Yes! I've got permission! See the advert in the back for my faithful KLX.

Oh, I nearly forgot because I so quickly accepted it as the norm. The electric start - absolute bliss. Immediate start cold or hot, even in deep mud or water when you wouldn't be able to get a proper full kick with an old fashioned manual start. After I had laid it down (several times!) it still started, without effort, within a few seconds.

As my old mate Steve would say - "get one got!"

Tony Stuart, Cornwall

Ed. OK Honda, Musquavarna, KTM, Kawasaki et al, how about entrusting your bike to our Tony? He promises to be kind to it and his is the trail riders viewpoint. We have slightly different requirements to competition riders and there are a lot of us out there all looking for the ideal trail bike - yours could be it!

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NO VEHICLES, NO ROAD!

About ten years ago the unsealed sections of the ancient road *Hambleton Street* (or the Hambleton Drove Road), running north up the ridge from Sutton Bank, had a 'no motor vehicles' prohibition order imposed.

Trail riders said at the time that it was neither necessary nor fair: 4 x 4s had made some impact on parts, but this was nothing compared to the forestry vehicle damage and the impact of successive winters and no repair.

But no. This ancient road had been snatched by the Countryside Commission to be part of the Cleveland Way, a sanitised path for the bobble-hat brigade, too helpless to read a map and think for themselves. Vehicles simply had to be banned.

Time will always tell. And it has. This part of the road (about 40 feet wide) is historically 'semi-enclosed', but a sizeable commercial plantation right alongside has denied the road sun and wind for decades. For years the passage of trail bikes and the occasional 4 x 4 served to keep the surface vegetation down here and in the next, more open, section.

It may be purely coincidence. Perhaps global warming can be blamed, but since the imposition of the TRO, this section has steadily filled-in with impenetrable bushes. At least two years ago a couple of trees came down in the wind. Did the highway authority or North York Moors National Park shift them? Or get the landowner to shift them? Did they Hell! They cut off the tips of the branches that dared to block the smooth hikers' path and left the rest to fester.

More recently another batch of wind-blow has blocked even the made-up path, and walkers and cyclists have now beaten paths well off the straight line to get around the fallen trees.

For centuries this ancient road was kept wide and open not by so-called 'project officers', but by a steady level of traffic making a wide and beaten track. Inside a decade the interference of officialdom has gone a long way to obliterating the old road, leaving at best just a 'footpath'.

The powers that be never now call this old road by its historical name. They call it 'The Cleveland Way' and by this denial are deliberately changing future generations' perceptions of our ancient highways. We already have the BBC (which should, you might hope, know better) describing the Pennine Way as an 'ancient track up the length of the Pennines', while the West Highland Way is evidently 'an old drovers' route' throughout its length.

Garbage! say I. If the Countryside Agency can't or won't maintain the proper width and character of the Hambleton Street artificially, then bite the bullet chaps, admit you were wrong, and let the passage of a few carefully driven vehicles do the work in the time-honoured and proven way. The sad answer is that everyone involved in the 'management' of this road will let it slowly strangle before they ever hold up a hand and say 'we was wrong, guv'.

Blind Jack Metcalf, Yorkshire



The BMF and your club

The BMF values immensely the continued support of its clubs, you were our genesis forty years ago and you still provide the majority of our membership. I write now with details of how the BMF intends to build on its relationship with your club and with your members. Please take a moment to read what follows, as some points may ask for action by you.

New Strategy We are now implementing a modernisation programme across all arms of the BMF to increase our profile and impact, particularly in political campaigns. We have restarted regular Reps training and for the first time have a Campaign Office at Jack Wiley House. These developments are evidence of our continuing commitment to pursuing, protecting and promoting riders' rights, probably the prime reason for your affiliation to the BMF.

Club Benefits We have recently completed a major review of the benefits we can offer our clubs and members. You can continue to benefit from our competitive Civil Liability cover and we will write to you again shortly about enhancements to this useful scheme.

Member Benefits Where there is no cost to the BMF, affiliated members can now enjoy the same benefits as our individual members. We value the support of every member, whether through a club or direct.

Improved Communication To ensure that our service to you remains relevant to your needs, we will improve the two-way flow of information between the BMF and your club. A first step is the introduction soon of a more detailed Club Affiliation Form, allowing us to be more targeted with the information we send to you.

Campaigner Please ensure you have told us your monthly requirement for copies of Lobby, whether as hard copy or in electronic format for inclusion in your own publication.

Riderspace Our website continues to develop as a portal to 'better biking', with a wide range of information on the BMF and now a secure area as a campaigning resource for our activists. We would like to improve on the routing we provide from Riderspace to your club, either by a link to your own website or by creating one for you. For more details, please contact our webmaster, Peter O'Leary on 01472 851417 or e-mail: PJOLeary@compuserve.com

Annual General Meeting With your support at last year's AGM, we have changed the Federation financial year end to December, permitting much needed harmonisation of events, campaigning and financial planning and reporting. An AGM in early Spring each year will be able to review the previous year's accounts but also allow us to use that opportunity to launch campaigns for the forthcoming year and offer some relevant training. For these reasons, I seek your support at our AGM this year on 7th October for a motion to move our Federation's AGM to March each year. I appreciate the changes this will entail to your club's own electoral procedures.

Club Affiliation Fee This has been discussed with your representatives at the BMF, NOMC Club Chairman Jacqueline Bickerstaff and Affiliate Member Services Director Ian Parry.

I trust this update has been useful and I look forward to developing our relationship with you. We are striving to improve the tangible benefits to your club and your members, but please remember that the greatest service we can provide is our continuing defence of your right to ride. Motorcycling remains a minority pastime, which attracts negative attention from uninformed, but often influential quarters. We need to be able to speak with a strong, united voice for all motorcyclists and your club's membership enables us to do just that. Thank you for your continued support.

Simon Wilkinson, Chief Executive

TWO DAY SHOW WINNER

A sunny Saturday saw the 40th BMF Show off to a flying start in it's first two day format and despite the best efforts of the weather to spoil the fun on Sunday, the BMF Show was yet again another huge success story.

With a massive 45% increase in the previously members only Saturday attendance, the 32,648 strong crowd were treated to not only spectacular arena events but were also able to browse and buy in a sunny relaxed atmosphere.

A damp and dismal start to Sunday did not bode well for the day but despite persistent showers and threats of worse to come, 49,418 equally persistent enthusiasts still enjoyed a day packed with activities, attractions and nearly 1000 trade stalls selling everything from key rings to Kawasakis.

Despite overall weekend attendance at 82,066 being down some four thousand on last year's record breaking crowds, the show was nevertheless a winner for public and trade alike and especially for 34 year old Glyn Woolley from Burton-on-Trent, the winner of a brand new Triumph TT600 in the BMF's free prize-draw competition. An incredulous Glyn said: "I can hardly believe it, it's fantastic".

This was a comment made by many on the BMF Show itself and was echoed by the BMF's Chief Executive Simon Wilkinson who said: "This is a truly amazing event run by an amazing team of people including an army of BMF volunteers. It's proof if any were needed of just what the BMF can achieve for today's biker".

BIKES LEAD IN LEEDS!

The city of Leeds saw a Powered Two Wheeler (PTW) beat allcomers in a four way commuting test today between a motorcycle, car, bus and cycle.

In the 8.8 mile cross-city route from

Morley to Chapel Allerton, regular commuter Cathy Mayes on her 600cc Honda Hornet took just 21 minutes to get from home to office, beating the car by 11 minutes, the cycle by 20 minutes and the bus by a massive 45 minutes.

This, the second in a series of seven commuter tests being carried out throughout the UK by the BMF, backs up the results of the Leicester test carried out last week that saw participants arrive in exactly the same finishing order.

Part of the British Motorcyclists Federation's national campaign to demonstrate the beneficial role that PTWs can play in helping to solve transport problems, the tests are timed to coincide with the Government's Integrated Transport policy that requires all Metropolitan, Unitary and County Councils to submit their detailed Local Transport Plans by 31st July.

Simon Wilkinson, the BMF's Chief Executive who witnessed the tests said: "This proves yet again that powered two wheelers are the best option for personal transport in busy cities. We had an extra advantage in that there were some hills for the cyclist to tackle, but nevertheless, this was a real test in the real world".

The BMF has already welcomed Leeds' positive approach to the smaller PTW but now wants to see an all inclusive plan covering all motorcycles.

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letters



GETTING CONNECTED - PART TWO

Following on from last month's article by Mike Clarke, Loddon Vale Group, about computers and the Internet.

Members might be interested that through an organisation which I belong to, I have the opportunity of supplying new Internet ready PCs for £300 plus £35 delivery, which you can keep for 3 years and if you wish during that term you can return the PC and you get your £300 back. There's also a free printer available plus the free PC. Where's the catch? I hear you ask - if it is a catch, it is that you have to use this organisation's Internet Service Provider. I use it with no problems and my wife, a Virgin (I don't think so) find both ISP's are comparable. If you use the same organisation's telecom set up you can save on phone and Internet calls also, minimum

charge is 1p per minute, if you are quick you can send and receive for between 1p and 2p.

The PC's specifications are:

Pentium II - 333 processor, 4.3 GB hard drive, 32 MB ram, 56K modem, Windows '98 pre-installed plus bundled software package, etc.

Contact me if you are interested, Peter Wildsmith, 023 8032 0495. Incidentally I get nothing out of this.

Peter Wildsmith

SCOTTISH RIGHTS OF WAY

I wonder if any of our Scottish members or anyone with factual knowledge could clarify the RoW situation in Scotland, as I understand it is totally different to England and

Wales and I would like to know my rights.

A. Miller, Teesside Group

The Westmorland Gazette, May 12, 2000

A DRIVE to stop off-road motorists churning up Lakeland fellsides and valleys has been branded a waste of time and money, writes Jim Smith.

Lake District National Park Authority member Maureen Colquhoun claimed attempts to protect the countryside by working with all-wheel drive vehicles and motorcyclists had proved a useless exercise. She claimed that "time and again" the authority had been powerless to take any action following incidents of vandalism to the countryside reported by the public.

Coun Bobbie Dobson said a group of 13 motorcyclists - more than twice the number allowed under a voluntary code of conduct - had been spotted at Parkmoor, near Grizedale, last weekend.

Park authority members want to ban off-road leisure driving in the Lake District, arguing the activity clashes with promoting quiet enjoyment of the park.

But they have authorised a two-year experiment, work-

Off-road drive 'wastes time and money'

ing with recreational groups and other organisations to ease the impact of so-called green road drivers on the countryside. Initiatives so far have included a list of approved routes and a code of conduct.

Head of park management Bob Cartwright defended the scheme, saying it should run its course, but he added the authority should continue to lobby the Government for a change in the law banning off-road driving in national parks.

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LAKE DISTRICT NATIONAL PARK

Enclosed is a cutting from the 'Westmorland Gazette' regarding the Parkmoor trail and trails in general within the Lake District National Park. It is quite obvious from the tone of the article that the National Park, Friends of the Lake District, Ramblers Association and several other well connected associations would clearly love to see all forms of motorised pastimes and sports totally banned from the Lakes. They have so far been successful with the 10mph ban on Lake Windermere and the loss of the 'Network Q' rally stages in the Lake's forests.

Trail riding is clearly a priority target, and if we are to have any chance of regaining current rights, it is imperative that everyone who goes trail riding is educated to the fact that unless they ride within the code of conduct there will be no trails left to ride in the Lake District within 2 years.

From the growing numbers of riders we now see out on the trails, a vast majority of them must be new to the sport. There is also the problem of large organised groups and commercial organisations using the trails.

I wonder if it would be possible to target the growing numbers of specialist trail bike dealers to guide these new users to the TRF Codes of Conduct, and the fact that if voluntary restraint is not followed then vehicular access will be stopped.

If large groups want to ride across rough terrain on high powered motorbikes, then why don't they pay £30 and enter an organised enduro or hare and hounds event. A lot of people bring their bikes to the Lakes in vans/trailers, etc. and £30 isn't exactly a fortune for a good few hours riding.

I have been riding trails for 20 years now and desperately do not wish to lose Parkmoor or any other routes for that matter, but I do believe unless greater education and tolerance is practiced by certain users we will not need the 'Countryside Rights of Way' bill and all its implications to cease vehicular rights of way within the National Park.

Paul Richardson

WHICH PARTY?

It's a bit naive for my old pal Gwyn Thomas to ask which party is pro-ancient highways, halfway through a new Government Countryside Bill. The answer of course is the Tory Party. The 1981 Act is proof of that. The new Bill, like the 1968 Labour Act seeks to lose you 1000's of lanes.

So how many TRF members voted Labour in 1997? Most of them I bet. The TRF should be a lot more politically astute after 30 years.

The Ramblers Association are certainly on the ball (i.e. right to roam). As are the ban hunting brigade. Farmers too are going to have the right to insist on diversions, so they are happy. Only the horse riders, cyclists and vehicle users get ignored and vehicle users positively lose out. But then the lobbies for all these are so weak.

How many separate bodies claim to represent motorcyclists? Let me see? The ACU, BMF, RAC, AMCA, MAG, LARA, TRF, etc. (Only the ACU is legally recognised).

How many bodies represent ramblers? **One**, the Ramblers Association with 123,000 members, numerically about 1% of the 20m regular walkers in this country. When will bikers unite under one efficient motorcycle club like they do in the USA, the AMA, which like the Ramblers Association in the UK, is a force to be reckoned with. The TRF's case is not helped, in my personal opinion, at Government level by being lumped with the 4 Wheel Drive people. The carriage drivers (horse and buggy) have wisely secured themselves exemptions in the new Bill.

By separating motorcycles from cars you might have got a more sympathetic ear.

Brian Thompson, Newcastle upon Tyne

Ed. Is it because the TRF is the only club interested in keeping open green lanes?

CAN YOU REALLY TOW BIKES SAFELY?

I have only been a member of the TRF for about six months but have been riding bikes on and off road for nearly thirty years, and yes I do have a beard! My interest was aroused by the article 'How not to fall off when trail riding'!! most of which I found interesting and informative.

Then I read item 19. 'Can you really tow bikes safely?' and was surprised to see that you recommend tying a rope to both bikes. Although I have only once towed a bike, and that on road, I was always told that the rider of the machine being towed should pass the rope around the top of the left fork, along the bars and hold the end, with the throttle, in his right hand. This allows for a quick release in the event of an emergency.

The Law says that you can tow "like with like" i.e. bike with bike or car with car but I remember many years ago a friend using a Lambretta Li 150 to tow his mates stricken Austin A10 from the middle of Tower Bridge. The Officer of the Law who stopped them let them off with the caution "Don't be

so silly". Those were the days, eh?

Willie Wilson, Upper Norwood, London

P.S. Yamaha TTR250s are great. Haven't had so much fun since my DT175 back around 1974!

NON-STARTING PETROL see May issue

Petrol does contain a vast range of compounds. Some of these are highly volatile and some are not. The highly volatile parts are there to ensure better starting under normal usage, but over a few weeks the highly volatile parts of the fuel in the float chamber do evaporate leaving a fuel left in the float chamber with which it is difficult to start the engine.

Engines do not get addicted to easy start fluids/sprays, but they do mask other problems like incorrect starting mixture, ineffective mixture enrichment/choke, wrong timing, poor plug condition, defective HT leads and coil, etc. If these components and adjustments are slowly deteriorating then it may appear that you need even more easy start spray to start the engine. Beware the easy start sprays that use compounds such as ether, do also wash any residual oil off the cylinder walls whilst kicking the machine

over and the first few turns of the running engine, thus provoking excessive wear!

A work around. When you finish a ride, turn the fuel off over the last 100 meters or so, then allow the engine to stop due to no fuel thus pretty well emptying the float chamber. The running of a weak mixture in the last few minutes should cause no problems. Assuming that your fuel tap does not leak whilst your bike is stored between rides, then all you need to do the next time you start the engine is to turn the fuel on and wait for it to fill the float chamber then start the engine first kick or turn of the key!

NB No offence is intended to easy start type products, they are of great

use in emergency situations such as extreme cold when they may be the only way to start the engine quickly.

Peter J. Ballard

SPARES FOR "IMPORTED" BIKES

On the topic of spares for "imported" bikes, there is apparent difficulty in getting spare parts I'm told.

Strangely enough Mr. Honda doesn't make specific parts for each country/region. For example, I phoned my Honda dealer for an XLR filter and was told "can't get 'em mate"! Bought one from an importer and lo and behold the box said XR range! The part number was identical to my old part number and the price was the same from the UK dealer (when I then phoned for an XR filter) and the importer.

There must be many bikes which share consumable parts with UK "easier to get from the dealer" variants. Is there some kind of database cross reference for those of us with 'foreign' bikes so we can quote the UK version for spares.

On a similar note, if a part is elusive, are there conversions known to people. For example front brake calliper from an XL is the same as the XR which is the same as Kawasaki KX (making this up as I go but you get the gist I hope).

Funnily enough I ran a Teapot for many years with no difficulty in spares only to find after years that it was not a UK bike at all but a mixture of European engine and North American frame. I was horrified! No wonder parts were hard to get! Err, no actually.

Chris B.

RESPONSE TO 'HOW NOT TO FALL OFF..'

1.POINT 1. For somebody who explores often alone remote little

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green lanes quietly on a four stroke trials bike (TLR200) I find it very "dangerous and sad" (quoting the author's words) for the future of my chosen activity when I see a hoard of enduro bikes being blasted along a trail with apparent little regard for the future! There are many ways to explore green lanes, that is one of the joys surely! I have ridden a 340cc two stroke Russian Road motorcycle over Gatescarth, Kentmere and Garburn passes (Lake District) and over Foxup Moor (Yorkshire Dales) on my own about 8 years ago - it was not dangerous or sad, it was a challenge and tiring, but with all the precautions fun! Could I do that now with the erosion in recent years?

2. POINT 4. The author obviously lives in Australia. How can he stand up to lower the centre of gravity? Weird! The whole point is that by standing up you raise the centre of gravity, not lower it, thus the tendency to fall sideways is reduced. It is easier to balance in your hand a broom on its end than a hammer - try it! True by standing it is easier to lean the bike independently (by weight transfer from one peg to the other) of the body to help it turn and maybe grip better (by using sharper edge of the front tyre) in the turn with good effect - a useful technique to develop.

Otherwise a useful article putting experience down on paper. Great!

Peter J. Ballard

COUNTRYSIDE AND WILDLIFE BILL

The walkers and citified land owners are very vocal when given any small reason to complain. This gives them numbers. MPs count numbers as votes.

I have taken up off tarmac riding only in the past year or so and love it. It will be very disappointing if it is diminished to such a state as to not be worthwhile. Even my wife, who hates bikes, is happy to see me go trail riding rather than charging round the country's roads as I used to. One big crash too many saw me call a halt to that.

I was going to lecture about responsibility, but the main thing is to think of others when you're out there. If you had the kids with you would you want somebody roosting you, with open pipe blaring? And, write to your MP, etc. whenever the excuse arises.

Looking forward to years of fun in the mud.

David Doig, Buxton, Derbys.

KTM200EGS ENGINE GREMLINS

I read with interest the article Paul Roberts wrote on the Ridgeway,

particularly where Paul comments that he has had problems with his new KTM200EGS seizing. At the time of reading the article, I had a KTM200EGS on order. When I received my new bike I thought I had better proceed with caution down the first green lane (at no more than 25mph). I decided I would be better off riding on the road to run the engine in for 300 miles at moderate throttle opening and low load. On my third out, having covered 180 miles I was heading up the A1 from Grantham to Mansfield for a final outing before getting my brand new shiny bike dirty. About 12 miles into the journey the engine sound changed suddenly before seizing.

What had gone wrong! I had read the manual, ridden slowly, used fully synthetic oil, quality petrol, etc. but to no avail!

The dealer I bought it from showed the stripped down barrel and piston to KTM UK for comment and repair under warranty. They started off by saying that they could describe the scenario that lead up to it seizing. Ex-Honda CRM250AR owner, running in the engine at standard jetting, on an A-road at partial throttle opening and taking it easy at 6-12 miles into the journey. This described the situation down to a T.

So what caused the seize? It was a "...cold seize. The 200EGS is a race bike and is not designed for use on the road". Not a road bike?! What about the indicators, glass headlight, two rear view mirrors, full chain guard, autolube?

"If it is used on the road a radiator blanking plate should be installed over one of the radiators. It's shown in the parts manual". What radiator blanking plate? Where is the description in the owner's manual, the advice to dealers and customers?

The engine is currently being repaired but this has dented the confidence in my bike not to mention KTM!

While spectating at a TBEC enduro last weekend at Liscombe Park, I heard that one of the entrants had seized his new KTM twice in a short period and another owner had a problem with the gear selector. These problems only seem to be with the Y2K EGS and by all accounts the '99 model with supposedly the same engine has none of these problems.

If any TRF owners have any advice on how to prevent the cold seizure or the gear selector spring problem I would like to hear from them.

Any comments via TRAIL please.

Andrew Childs, East Midlands Group



CLASSIFIED

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KTM300 EXC "J" reg. £795. "K" reg £1050. Year's MOT. Well maintained with spares/trailer. Tel: 0113 295 6112 (Leeds).

HONDA XR250 1998 "R" reg. Rental bars, green lane use only. 3000km. £1900. Tel: Paul 01442 215516 (Hemel Hempstead, Herts.).

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KLX250 "M" reg, road use only so very good condition. Extras. 12 MOT. £1695 ono. For details Tel: 0117 960 7571 or 07712 778558 (S/Glos./Bristol).

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KAWASAKI KLX250G (trail bike version) 1995. One decrepit owner from new. Approx. 8000 gentle miles and in excellent all-round condition. Mild professional tuning to give much improved performance and starting. Selling with number M2 TRF for £1650. Tony Stuart 01208 862960 (Cornwall). *(Reason for sale - poor old bugger's legs & probably everything else are shot at & he needs electric start! He's buying a DRZ400S - Ed.)*

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