

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*

NORTHUMBERLAND 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*

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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.*



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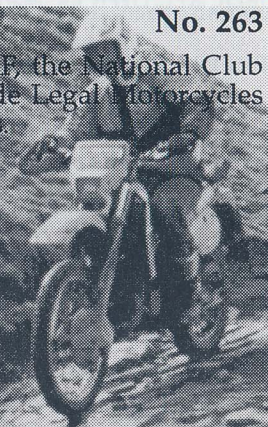
TRAIL

JULY, 2000

No. 263

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

EDITOR: Fred Ellison



Shaun Downo on a KMX200 on The Hairpin, Crwyne Llawr, Mid Wales.
Photo by Kay Lindsey, Oxon Group.

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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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EDITORIAL

South Northants Group have done it again at the BMF Rally. The TRF stand which was the work of Mick Hulbert and friends goes from strength to strength and was voted third out of forty four in the National and One Make section. What a team. Congratulations on a job well done.

Last night your truly went on a club run making full use of the long evenings before winter draw in. An impromptu event without a run leader designate meant that leading was taken in turn, much of it with reference to the relevant maps, and no pressure on a 'leader' made for a very pleasant relaxed ride.

I'm sure that you would all want this and other aspects of green laning to be available to our children and their children. Unfortunately we are under pressure from greedy landowners over whose land these ancient carriageways run over. After all there's no profit in a delightful green lane and then there's GLEAM, the self appointed guardian of our country heritage and don't forget all those misguided greenies who think we should live in a picture book landscape (which was created by our ancestors and was and is an agricultural and industrial workshop with all its imperfections). Now unfortunately this requires a great deal of effort by all our volunteers who see our recreational highways as a National asset worth fighting for. If only this were enough but sadly the stakes have been upped and we may have to come up with large sums of money to support these dedicated volunteers. So please support the Fighting Fund Appeal.

In addition think of organising fund raising activities such as barbecues, raffles, autojumbles, etc. If you organise something which is a success please let us know.

Finally I would like to thank all contributors to TRAIL and it is nice to see some

new names taking the trouble to put pen to paper or keyboard to computer.

Fred Ellison

TIPS

1. When towing a bike with a bike you should tie the rope to the nearside footpeg of the towing bike and wrap the other end of the rope once around the off side peg of the towed machine. The towed rider then puts his foot on the peg thereby clamping the rope in place. If any trouble ensues the towed rider just lifts his foot and is released from the towing machine.

2. To remove white stress marks from plastic parts of the bike just pour boiling water onto the area and they will disappear as if by magic!

Peter Dite, Cardiff. Tel: 029 2075 4069

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POCKSTONES MOOR ROAD SAVED!

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Many of you know the 5.3 mile long Pockstones Moor Road that lies north of Blubberhouses and provides a vital 'recreational traffic corridor' into the Dales from the Leeds - Harrogate - Bradford area. For many years now the central section, made on soft peat, has been in appalling condition due to total lack of maintenance of the drainage ditches and culverts. There was a temporary traffic regulation order back in 1994, when North Yorkshire County Council promised to do some repairs - but in typical NYCC style, later reneged. A local group of volunteers led by Gordon Carr later did some work - including laying a plastic drainage pipe under the road - but NYCC seemed to have washed its hands of the whole thing.

In June 1999 former Harrogate resident Alan Kind, tiring of seeing this super road (that he first walked as a youngster back in the 1950s) get ever worse, ever faster, served a notice under s.56 of the Highways Act 1980 on the county council. This did not faze NYCC one bit! The county solicitor wrote back and told Alan 'We have no intention of mending this road - if you don't like that, take us to court'. So he did.

After three 'pre-trial hearings' and months of blatant obstruction and delay by NYCC's legal team, the case finally went before Harrogate magistrates on 20th June 2000. By this time NYCC had finally conceded that the road (set out in the Forest of Knaresborough Award) is a public carriage road and even grudgingly conceded that it is out of repair. That would have been a difficult issue to dispute any further: at the magistrates' site visit a fortnight earlier, the chairman's Suzuki Vitara broke through the stone carriageway where surface water had scoured away the entire sub-base. The magistrates had a lot of time to examine the neglect of the drainage system whilst waiting for the local farmer to come up in his tractor to rescue them.

At the trial NYCC's main witness was the soon-to-retire senior engineer Alan Burns. He was absolutely straight: NYCC bases its repair policy on mending only those roads that, if left unrepaired, are most likely to result in

the council being sued after road accidents. Although tarmac roads have a repair budget and bridleways and even insignificant footpaths have a repair budget, there is absolutely not a bean in the kitty for the magnificent stone unclassified roads (even though these are heavily used by walkers, riders and cyclists - more than by motorists in some cases). Mr Burns also stated that the council does not inspect unsealed roads - so anyone who suffers damage due to such a road's condition would have a very good chance of recovering damages. Surely a penny wise, pound foolish attitude?

There was a lot of legal argument about whether the magistrates must make an order to have the road put into repair, or if they have a discretion not to. Also the time to be allowed received some close examination. After a long day of argument, including witness statements from Sue Hogg (South Pennines Packhorse Trails Trust), Robert Halstead (TRF, CTC) and Alan Kind (TRF, CTC, RSF) the magistrates retired to consider their verdict. They returned after 40 minutes to state plainly 'We have no discretion - there is a duty to make this order' and they ordered that the road be repaired by 30th September 2002. Whether this case proves to be a turning point in North Yorkshire County Council's hitherto negative attitude remains to be seen. There are other old stone roads in the county in conditions ranging from poor to impassable.

Blind Jack Metcalf, Knaresborough

WATLING ST. BYWAY - CRICK - NORTHANTS

Several years ago this byway was in a very rutted state and Northants County Council placed a temporary full TRO on it.

After a lot of discussion with them, including a full site visit, they agreed not to include motorcycles in any permanent TRO

More recently the byway has been repaired by NCC at considerable cost following Court action for it being "out of repair".

Daventry International Rail Freight Terminal (DIRFT), a huge logistics park which now owns the ground the byway runs over, have made an application to NCC to request that the TRO order be modified to also prohibit motorcycles.

NCC have responded to DIRFT as follows:

Dear Mr. Fowles,

**TRAFFIC REGULATION ORDER
WATLING STREET KILSBY CRICK
BYWAY EW14-EM20**

I refer to your letter dated 25th April 2000 concerning your request for an order to close the above byway to motorcycles. I can confirm that consideration was given in the original Traffic Regulation Order made on the 16th July 1999 to prohibit motorcycles. It was decided not to prohibit motorcycles as there was no evidence that they had caused serious damage to the surface of the byway.

As a result of your letter a site inspection has been carried out and it was found that some damage had been caused to the surface of the byway around the entrances to the bridleways leading to Kilsby and Crick. The evidence on the ground appeared to suggest that motorcycles had gained access to the byway via the bridleway from the direction of Kilsby. The motorcycles appear to travel a short distance along the byway, swing around and go back the way they came and in doing so churn up the surface of the byway. At this location the surface of the byway is particularly soft for when repairs were carried out last year a few inches of top soil was laid to the surface and this was seeded with grass, while other areas of the byway were repaired with stones. The reason for this is, the County Council's Archaeology Department advised that stones should not be laid at this location as the stones could well damage the remains of the Roman Road under the surface of the path.

The County Council are not prepared to make a further Traffic Regulation Order in these circumstances. What we are prepared to do is to contact the user group the "Trail Riders Fellowship" to seek their co-operation in an effort to prevent motorcycles from using the byway. I have also arranged for Traffic signs to be placed out at the entrances to the bridleways, that is where the bridleway exits the A5 road at Kilsby and at the entrance to the bridleway on the A428 at Crick, near to Bucknills Lane. The signs will prohibit the use of motorcycles and motor vehicles on the bridleway and will enable the Police to take action against any offenders. I will write to the Chief Officer at Daventry Police Station when the signs have been erected and ask that the local officers keep an eye out for any offenders and for the appropriate action to be taken. There is a local Police Office at Crick who will be in a position to monitor this situation.

Obviously this is a very sensitive byway and I would ask all TRF members not to use it in adverse conditions and to ensure that if they do use it they are very careful not to cause any surface damage which would in turn undermine the T.R.F.'s credibility with N.C.C.

Rob Balderson, Chairman, South Northants Group

DR350 R.I.P.

What has Suzuki done? The long awaited DR400 range to me seems a big disappointment, particularly the street version. Why? The gearing's wrong.

On the DR350's, arguably in my opinion one of the best true dual purpose motorcycles ever made and I mean dual purpose. This to me means it is truly road legal, good on the trail with the ability to go slow enough and good on the road. It should be able to comfortably keep up with most modern traffic conditions. My old 350s, with one tooth less on the gearbox, will trickle comfortably along on the trail when necessary and blast along the motorway as well. I get 90mph on the speedo, which also equates to 9000 revs and this enables comfortable 60 to 70mph cruising.

If you study the internal gear ratios of the new 400 (five gears, why oh why!) you will find the gear ratios slightly closer than the old 400. This means either top gear will be too low or bottom gear too high, ugh!

I have read many road tests, the latest being in last month's mag. and you will have noted in that article that the front sprocket was reduced by 2 teeth! Of all the road tests I have read, out mag is the first only true "trail" test, all the others

are usually a "shoot out" type of blast around a track of some kind. I have heard they do sound rather "busy" on the road, which is as one would expect of course with this gearing cock up!

I will move on to the enduro versions which some dealers are already selling ready for the road. These are not road legal, particularly regarding the noise factor. We hear from mags and personal comments that they are very noisy. Suzuki, to an extent, but mostly the dealers, are not doing us any favours and surely must be acting irresponsibly. We have active opposition out there against our recreation and things like this do us no favours.

So Mr. Suzuki, I think you have got it wrong. Noise, gearing, what a let down, maybe a lemon, the street version. Shame! Am I the first to slag it off?

Pete Wildsmith, Southern Group

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TRF AT THE BMF RALLY

Following on from the BMF's own report in last month's TRAIL, our group has now received the results for the best National and One Make Clubs Stand Competition which placed the TRF stand in equal third position of out 44 entries in this group.

This was an excellent result for us as stands are inspected and points awarded for many criteria, including layout, content and information.

For those that did not visit the Show or see the stand, our display now includes a typical selection of trail bikes including one climbing over some rocks inside the tent. Also inside is a seating area where visitors can watch a six hour compilation of video tapes on trail riding. TV, video, generator and tapes are all courtesy of Dave Jeyes. Entrance to the tent is enhanced by two green lane hedges built by stand helpers and a five barred gate complete with byway direction sign pointing to the stand that many have said is so good it could be genuine. Thanks to Trevor Gardner, our Group Rep. for this.

Setting up the stand on the Friday and arranging for members to "man" the stand on Saturday and Sunday and take it down on Sunday night was, as always, organised by Mick Hulbert who took on this task when South Northants agreed to "fly the flag" for the National TRF many years ago. Mick and his band of helpers who reliably turn out to help year after year have, with their enthusiasm, pushed up the stand profile with the judges from 8th to 5th then 4th last year and now a podium place.

This is a terrific tribute to Mick's organising skill as he always brings out the best in people and the T.R.F. stand is now only beaten by the likes of The Honda Owners Club, The Goldwing Owners Club and The BMW. Club, all of whom spend very much more on their displays than our modest expenditure.

As well as a thank you to Mick's helpers and South Northants members for this result, credit should be given to the help we receive from members of other groups. Notably Chris Hurworth of Loddon Vale, who fields all our tricky rights of way questions and Graham Stratford, ex membership secretary and his wife who have assisted us every year since we took over.

Many thanks to you all.

*Rob Balderson
Chairman, South Northants Group*



Project Lazarus - one for the wife!

(or how to resurrect a dead motorcycle
using only money, time, blood, sweat and tools)

BUYING IT - A 1978 TL125S for £285. I'll have that, please. It was a nine previous owners, non-running field bike. This makes it sound like an absolute dog, but it was in surprisingly good condition, very clean and sound and all the necessary bits and pieces came with it. There was a genuine Honda workshop manual too and the frame and engine numbers matched with the ones in the log book. My reason for buying it? I'd always fancied one and my wife fancied a go at greenlaning. She wanted something low, light and easy to manage. Twinshock trials bikes make great green lane bikes and at 178 lbs. with a 28" seat height you don't get much lower or lighter than a TL125.

THE HISTORY LESSON - The TL was developed for Honda by the greatest trials rider of all times - Sammy Miller. He took a standard SL/XL125 and fitted plastic mudguards, a single seat, very low internal gearing and a beautiful one gallon tank to make a cheap 122cc (later 124cc) 4 stroke trials bike specifically for the American market. The first models had no lights or road legal niceties. The Mark 2 had lights and a horn and the final model - The "S" - had a full complement of lights, horn, brake light switches, etc., etc., etc. The bike was never built with Europe in mind. The warning sticker in the speedometer referring to "off highway" use sees "tyres" spelt as "tires" and many of the fittings like indicators and front brake stop light switches were not legal requirements on European bikes - or UK bikes at least - until long after the TL was discontinued. Production ran from 1974 - 1982.

RESURRECTING IT - (The following may be of use to anyone new to the game as many of the things I did to get the TL running and legal are things I have done to many bikes)

The starting problem was easy to solve - all it needed was a new plug, of the correct grade and with the correct gap - which is 0.6mm and NOT 3/4" like the plug fitted when I bought the bike. The air filter was breaking up - originally a re-cleanable foam element which age had transformed into a block of crumbling powder. I chucked it and cleaned out the substantial wire gauze element underneath. I think that is enough for the damp UK - 2 filters is probably necessary on the Baja Peninsula, but not in wet cold and miserable England.

The ignition timing was spot on, as were the valve clearances, although the points were not. Yes children, points! No black box of electronic magic on these old bikes - and more's the pity I reckon. Why Honda put points on a bike in 1978 I do not know. My old Suzuki TS185 of the same vintage had a simple 6 volt magneto firing straight into an electronic ignition black box and thence straight on to the spark plug. Utterly, brilliantly simple. I had the Suzuki's CDI unit tested by an auto electrician once and he said that its integrity and lots of other words I don't understand were hardly reduced from the figures quoted for a new unit. The CDI unit was 18 years old at the

time. Amazing. Anyway, I adjusted and cleaned the points and have had no problems since.

Now here's a good one for you - and an object lesson in the art of old motorcycle bodging. The plug cap looked suspiciously new and was obviously a car item. So I pulled it apart and found the HT lead from the coil did not actually reach the top of the spark plug. This gap had been bridged by a self-tapping screw and - wait for it - the internal fuse from a VCR. Words fail me when I see some of the bodes people do to bikes. A new waterproof trials plug cap and the little Honda is now a first time starter, hot or cold.

As I've already said, the bike came with all the necessary bits and pieces to get it back into (more or less) original trim. Everything except the exhaust. This is quite a substantial item with a huge EPA legal collector box. These exhausts are impossible to obtain - but no matter. The aforementioned Mr. Sammy Miller has a business supplying replacement parts for various trials bikes such as Montessa, Bultaco, Triumph Cubs, Ariel VH (a GOV142 replica is available) and, of course, the lovely little TL Honda. A lovely new exhaust, very light weight, repackable alloy silencer, heavy chrome front pipe, cost only £100. And it sounds absolutely SUPERB. As it is designed for a 20 year old bike it doesn't have to meet the modern strangulation standards set by the tree huggers that are allowed to dictate decibel levels these days. It emits a lovely growl and sounds more like an old British 350 than a relatively modern Jap 125. It's a beautiful sound and one I never tire of.

If you want quality off road (or trials or trail) gear then contact Sammy Miller on 01425 616446. You can get stuff as diverse as plastic mudguards and 12v CDI ignition systems for old bikes with 6 volt points ignition. The people are really friendly and really helpful.

The rest of the rebuild was just time, sweat and money. The front wheel was OK, but I had to have the rear rebuilt (£45). Paintwork was wirebrushed, degreased and sprayed with Hammerite Smoothrit - either black or silver depending on the part. When I was rebuilding it I pondered on the good overall condition of the 21 year old bike and how that was at odds with having nine (listed) previous owners. The guy I bought it from had never registered it in his name (but it WAS legal -I checked). The registered owner was a woman and the owner before that was female too. Unusual that, even today - 2 successive female owners. I wondered if they'd bought it because it was small, low and light and not because it was a trials bike. The speedo fitted (original judging by the corrosion on the fittings) when I bought it stated 12062 miles. By the state of the bike I reckon that was genuine. I eventually visualised a succession of female owners, 9 in 20 years or so, all doing about 600 miles per annum. Maybe just to pass their test - more likely just selling the bike after a while when they realised that it was NOT a 125cc learner/ride to work machine. It is far too low geared for anything really except 'off road' work and slow off road work at that.

All the Honda XL/SL/TL range are renowned for committing mechanical hari-kiri at an early age as the overhead cam runs directly in the head - no bearings or bushes to take the wear. Later models had a two piece head which could be modified

with the fitting of bushes but early models (pre 1980 I believe) had a one piece head impossible to modify. In itself, the lack of bushes/bearings shouldn't be a problem but people tend to thrash their engines from cold without letting the oil warm up. They also neglect oil changes (ask any old Honda hand and he'll tell you 500 mile changes on bikes of this era are essential) and most importantly they do not clean the centrifugal filter on the offside end of the crankshaft. Most people seem unaware of this filter and the ones that are aware tend to neglect it because to clean it out involves disconnecting the clutch cable at the engine end, slackening off the exhaust header pipe and removing the offside engine cover. Remove 2 bolts and the filter lifts off. The one on my TL was pretty clean compared to some I've seen and the well worn state of the screws suggested that cleaning had not been neglected by at least some of the previous owners. Re-assembly calls for the reverse of the aforementioned process, plus a new gasket and some sealant at least. Doing this every 500 miles is a chore and probably why so many people neglected this necessary job. And use SAE40 oil too, not multigrades. Bikes need SAE40 due to their wet clutches and straight cut gears. I reckon many old bikes get unfairly criticised for bad gear changes when using the wrong oil is causing the clutch to drag.

THE ELECTRICS - Ah yes! The electrics. The worst bit of any old bike. Even something as simple as a 6 volt magneto with direct ignition and lighting can cause problems.

If you attempt to rebuild any old Jap bike be prepared for problems trying to match up the wiring on the bike with the wiring in the manual. I've got an official Honda workshop manual and the pages and pages of modifications and changes that occur not just from model to model but from batch to batch are actually greater in number than the actual workshop details themselves. I also obtained a Clymer manual for the TL and one kind gent gave me FOC another Honda manual - an official American 'Shop' manual. I even contacted Honda UK for a wiring diagram and they had nothing but a barely legible well copied single A4 sheet. Not one of the diagrams on any of these publications matched exactly to the obviously original and unaltered loom on my bike. So, I thought to myself, what on earth does a trials bike want with indicators, a battery, parking lights, running lights and a front brake stop switch? So I removed the original loom and made up my own. Direct ignition - with a cunning and well hidden cut out switch, direct lighting, direct wiring for the horn and rear brake light, new wiring, all wires direct with no connections. Everything worked first time and the lights, for a 21 year old 6 volt system, are brilliant.

BITS & PIECES - For new bits at good prices try advertising in Loot, the UBG or the TRF's own club magazine TRAIL. I was offered all kinds of bits and pieces, some for free, most for a few pounds. I could have had 3 complete TL's for £300 or 1 x TL with a 6 speed XL125 engine plus a tea chest of bits for £200. I got a genuine Honda first rebore piston for £5 and a manual for free. I got 2 new shock absorbers for £50 - Honda want an absolutely unbelievable £500 (yes £500!) for a pair of new rear shocks. Honda is NOT the surname of the founder of the company - it is an acronym and stands for HORRIBLY OVERPRICED NO DISCOUNT AVAILABLE. Best buy was from a bloke in

Keighley. He'd bought a TL over 20 years ago and immediately stripped off all the lights and switches as he only wanted it for daytime use. I got all these brand new unused 20 year old bits and pieces for £30.

RIDING IT - Amazingly the bike passed its MOT first time with no problems. To say I was surprised was an understatement.

Riding it is a novel experience in today's era of mega horsepower bikes. The TL is rated at 8 bhp @ 8000 rpm. There's more power in a Fireblade's starter motor. Internal gearing is very low and the final drive is 3.5 : 1. Cruising speed is 30/35 mph but you can whip it up to 40 mph now and then. Horrendously slow on main roads, but adequate on B roads out in the Dales. On green lanes it is superb - the TRF has a self imposed speed limit of 25 mph so outright brute power is superfluous in these situations. The little TL will go anywhere and it is so light it floats over some surfaces that would trap a heavier machine. It clambers up rocky slopes like only a trials bike can - and the 120 mpg fuel consumption makes for a cheap day out.

Curiously I don't mind the very low speed. Actual journey times are not that much slower than on bigger machines I've ridden because I like to ride slowly and stop and enjoy the beautiful Yorkshire Dales scenery. Time slows down when you slow down and I enjoy every journey in a way I never do when I'm dashing around on a deadline. Strange, but true.

My wife hasn't had a go yet. She recently started a quite intensive training course to do with her work but she is determined to have a go when it gets warmer!! Having said that, time is at a premium now. Our daughter presented us with our first grandchild last year and babies take up more time than any trail bike rebuild ever did.

As for me, I have fulfilled an ambition that I've had for the past three years - I bought a Gas Gas Pampera. Its one of the rare '370' models (actually 323cc) and it's a bit tatty but for £800 for a 3 year old one owner bike, what can you say? There's nothing like dirt bikes (on or off road) for losing money though. I've got the original bill of sale for this bike: September '96 - £3500, September '99 £800. How to lose £2700 in 3 years.



A salutary lesson for us all.

Incidentally, total cost of the TL rebuilt, including purchase price and MOT and all bits was £500. For that I got a bike which has had every last nut and bolt checked, cleaned or replaced. I think that is a good way to go biking.

Paul Atherton, Lancashire

Record of the TRF Executive Meeting Birmingham, 3rd June 2000

In Attendance: The following Groups were represented: Peak, Herts., Derby & S. Yorks., Thames Valley, East Midlands, North Wales, Black Country, West Yorks., Lancs., Southern, Ribble Valley, Somerset, Wilts., Bristol, Glos.

Welcome: the Chairman, David Giles welcomed everyone and asked for agreement with the timetable and notification of any additional items.

Apologies: were received from Tim & Mary Stevens, Colin Patient, Jeff Ward, Tony Stuart, John Ley, Jackie German, Wayne Little, Ted Scott, Brian Harwood, Colin Edlam and Leo Crone.

Approval of the Minutes of the Exec Meeting of 3rd March: were made after it had been agreed that they should record the names of the Groups in attendance and that they should note that the financial sub-committee had met on 17th Feb.

Matters Arising:

1). Training: all groups had been asked to consider RoW training for their members but only the Southern group had made any plans. They would be running 3 evening sessions at Winchester on the 3rd Tuesday in June, July and August. All were welcome. This work is vital to the future of trail riding. Will all Groups please plan to do this. Action: All Groups.

2). Archives: Karen had still to ask John Higgin whether he would contribute his material to our archives. Action: Karen Wilson

3). Membership and Membership Fees: The Reps present reported on the attitudes and activities in their groups: some wish to pay as little as possible, some look on it as insurance money, some see the sense in the need to increase subscription rates. However, renewals were encouraging and we continue to attract new members; current membership is in excess of 2,600. The discussion which followed usefully differentiated between 'Housekeeping' for the general maintenance of the organisation - which basically needs to stay in line with inflation, and the monies required for the 'Fighting Fund'. Realistically subscriptions need to double if members expect to maintain the current level of support the TRF offers against prosecution. An alternative might be for groups to raise funding through other activities: BBQs, raffles, auto-jumbles and a football raffle were amongst the ideas already in use. Thanks were expressed to the East Midlands Group for their recent donation of £1000.

4). Merchandising: Jeff Ward and John Pritchard now have the items to hand.

5). John Eberell Memorial Run: Most groups reported that they already invite

members of other groups to ride with them and that a special commemorative run was unnecessary for this purpose.

6). General Finance: John Gardner reported that our funds were satisfactory, with the caveat that the Fighting Fund needed to be strengthened. He will write about this in Trail: There was a need for more advertising in Trail to raise revenue. An increase in postage rates necessitated an increase in distribution costs, this was agreed.

Action: John Gardner

7). Insurance: We have a substantial 3rd party insurance policy for lane clearing, but it should be noted that this does not cover personal injury to members. We are presently considering a useful looking proposal to cover members against civil actions. However, it should be noted that no-one can ever be insured against criminal charges. The meeting thanked those concerned and wished the investigations to continue.

Action: Richard Marshall & John Gardner.

8). Rights of Way (General) & New Legislation: The Bill affecting Rights of Way continues its progress through the House. It is not too late for members to write to their MP on the subject and they are urged to do so. Guidance notes have been made available in recent editions of Trail. But remember it is counter productive to send 'duplicate' letters, they may cover the same facts and argument but they need to be individual. Richard Marshall emphasised the importance of all members gaining a robust knowledge of RoW. The TRF are currently defending members of the Peak Group who are being prosecuted for riding an old road in Derbyshire called Lumb Lane; we believe that our expert knowledge here will provide a very sound defence. Charlie Morriss spoke of the importance of noting the vehicular evidence on the maps that we use and suggested that a donation be accepted rather than a charge made when members share this information. On lane clearing we would be grateful for someone to offer their services in exploring the possibility of cooperating with the British Trust for Conservation Volunteers (BTCV).

Action: offers please.

9). DETR Trail Bike reference: The Chairman had written and the DETR had apologised.

10). LARA: Richard Hawker had had some difficulty in attending recent meetings and wished to relinquish his TRF representative role with LARA.

11). RuPP 13: The Chairman brought the meeting up to date (see Sharing, March 2000 for the background). At the County Court hearing in Luton the Judge said - in our words - that he would hear the case if the parties concerned insisted, but that he did not believe that he would be able to give the applicants what they sought and that in any case it would not affect the eventual outcome (after the inevitable public inquiry)

of the status of the route. He recommended that both parties withdraw to seek an accommodation with one another. We offered what we had offered before; namely for the TRF/LARA not to use the route until it had been reclassified. This was agreed, but when it came to the matter of costs to the surprise of everyone the Judge awarded against us. We are at present working through the outcome of that judgement with our solicitors. However, we are in no doubt whatsoever that this case needed to be defended and that at a cost we have stopped an attempt to manipulate the law. Members should note that this could have happened anywhere.

12). Secure Communication: We need to have an e-mail address for the appropriate officer in each and every Group. This is necessary to communicate information in depth in a fast moving world. Action: All Groups to inform John Pritchard.

Lunch: by general agreement the last agenda item from 'Matters Arising' would be incorporated into the Regionalisation discussion. We then broke for lunch

Lessons & Implications from recent RoW defence cases: The Chairman started the feedback by saying that we had considerable experience from 30 years of representing our cause successfully at Public Inquiries but that we had only recently had occasion to move into the Courts where we had to use solicitors and barristers to represent us. This was vastly more expensive (with fees being in the order of £150 hour) and all too frequently with 'professionals' who appeared to know less than the 'amateurs'.

We have retained our cool in the face of deliberate financial intimidation by the opposition, sometimes akin to poker, where with RuPP 13 the stakes rose to more than £110k. No individual or Group standing alone would have been able to withstand this kind of pressure, however, collectively we were able to, but, it is now clear to us that at any given time, the greater our fighting fund reserve is, then the more options we have, and therefore the more likely we are to gain a favourable outcome.

Those concerned had also been involved in an enormous amount of work, including weekday 9am - 5pm hours when meeting with legal representatives, or at times in having to change work priorities to meet unexpected deadlines (only possible because some of our members are self employed and willing to do it). Always the TRF had acquitted itself very well, but at a considerable cost to those involved. It would not be reasonable to expect volunteer members to continue to regularly undertake this kind of burden. If the TRF wished to continue to defend its members there is a clear case for the employment of a part time paid RoW representative.

In Derbyshire we have now come to the conclusion that the CPS is being perverse and that there is another 'political' agenda being played out. Their use of 'tens of thousands of pounds to pursue minor traffic infringements makes this plain. We will therefore complain to the local MPs and to the Director of Public Prosecution himself.'

The Fighting Fund: It follows on from the above and the likely changes resulting from the Bill presently before Parliament, that we need to seriously raise our game. Having followed the account of our recent experiences the meeting was not particularly surprised when a target of £250,000 to top up our Fighting Fund over 3 years was suggested. Put another way, that only represents about 4% of the value of the bikes we are currently using and it is intended to see we have the financial resources to ensure the future of Trail Riding. No one was suggesting that this amount would have to be raised by subscriptions, but there would be the need for Groups and Individual Members to give serious thought as to how we might collectively raise such a sum. John Gardner would write about this in Trail. Action: John Gardner.

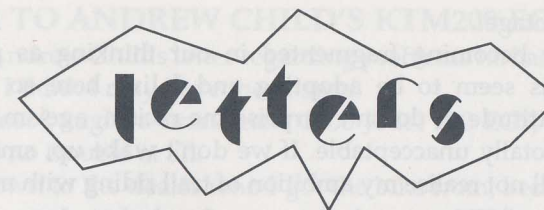
Regionalisation: As requested Peter Banks & Peter Ballard had written more about their proposal under the heading of 'Regional Happenings' in the April edition of Trail: it included the names and telephone numbers of those prepared to coordinate 'a regional meeting' and in some cases the dates for those meetings. Reporting back on what had happened around the regions we were told: in the West Midlands only 3 of the 8 invited groups had attended: in the East Midlands there had been no interest and no meeting had taken place (Kevin Marsh & Derrick Collins said that they would raise it again); in the North 7 of the 8 Groups already participated in joint meetings about RoW, but nothing more: in the South 3 from 7 attended; the South Eastern Region declared itself operational although it had not met since 1997. (reps from the South & the S. East agreed to get together after the meeting); the Eastern counties were described as a 'Black-Hole' with no known representation. Only the S. West could be seen to be a fully functioning Region. Those present thought that on the current showing that although there were embryo Regions in existence that it might take 2 or 3 years for them to become fully operational. In the meantime what was to happen? Would members from the S.W. be able to help with National Officer posts in the interim the meeting asked?

Although there were a number of questions about Regionalisation still in need of answers, it was agreed to accept and to put forward the joint Peter Ballard & Peter Banks proposal for the necessary change to the Constitution, so that should the membership vote for Regionalisation at the AGM, that it would be possible to implement it.

Any Other Business: John Gardner reported that the advert in Trail Bike had at last been changed. Apparently it was still possible to access our old TRF web site - Mike Stoddard said that he would get it removed. Fred asked for more contributions for Trail. Keith Westley was reassured that members personal details were not given out to any one who inquired. Alan Kind had available a RoW data base on CD.

Next Meeting: 10.30 am, 2nd September, Becketts Island, Birmingham.

AGM: 10.30 am 29th October National Motorcycle Museum, Birmingham.



CENTRE OF GRAVITY - HOW NOT TO FALL OFF

I feel I cannot let Peter Ballard's assertions in last month's Trail, his Point 4 - Centre of Gravity - go unchallenged, as he is simply wrong in what he states.

The Centre of Gravity of a motorcycle is the point at which the weight of the motorcycle above the Centre of Gravity is equal to the weight below the Centre of Gravity and is usually found somewhere between the seat and the footpegs.

If you assume that the Centre of Gravity is at a mid point between the seat and footpegs and then attach a heavy topbox to the motorcycle's rear carrier, then the weight of the motorcycle above the original Centre of Gravity would have increased and therefore the new Centre of Gravity will have been raised.

Similarly, if you add a rider to the motorcycle and attach him to it by sitting him on the seat, then you have raised the centre of gravity. But if the rider then stands up on the footpegs he has detached his weight from the seat and re-attached his weight to the motorcycle by the footpegs at a much lower point below the Centre of Gravity. and has thus lowered the Centre of Gravity. not raised it as Peter mistakenly states. There is nothing 'weird', as Peter maintains, about this and trying to confuse readers with analogies concerning the balance qualities of broom handles and hammers is irrelevant.

There, that wasn't difficult was it.

Good luck with the Australian work permit application Peter.

Rob Balderson

REPRESENTING A SILENT MAJORITY?

I feel as though I have to put finger to keyboard over the letter ref the Lake District National Park.

What has the number of riders got to do with people who wish to do Enduro hare and hounds events. Trail riding is a social pass time (not a sport as stated in the letter) to be enjoyed with friends and like minded associates. Racing is single minded man and machine versus terrain and the clock. Commercial organisations are just as entitled as individuals to use rights of ways. We spend most of our time trying to convince people of this then come up with reasons why no one else but a small elitist group should use them. If the M6 or M1 was not used they would be shut. Use it or lose it but let people know you use it. If it were not for commercial operators on roads (which is what we say trails are) we would not have a public transport system, postal system or many other essential services. Don't knock it,

use it to our advantage.

We are now becoming fragmented in our thinking as people in certain geographical areas seem to be adopting and I live here so you should ride somewhere else attitude. It doesn't surprise me racism, ageism, sexism and now geographism all totally unacceptable. If we don't wake up, smell the coffee and pull together, I will not realise my ambition of trail riding with my son on his own bike (five years to go).

Where does Paul Richardson suggest that riders who live in inner cities practice their chosen pastime?

I personally never ride my trail bike or enduro bike to the trail, I have no desire to ride only in one geographical area, I have no desire to lose trails.

What we as a group have to get right is less looking after ones personal interests and more looking at the bigger picture. The more people who use the trails the more chance we have of getting these people to lobby the right people. All for one and riding for all in all areas.

I feel I may represent a silent majority. My views are certainly echoed by the numerous riders I ride with.

Or have I missed the point altogether.

Paul Bates

AN ANSWER TO ANDREW CHILDS KTM200 EGS PROBS

In reply to Andrew Childs letter regarding problems he has experienced with his KTM200 EGS I think I may have the answer.

I too have just bought a brand new 2000 Jodel 200 EGS, but in contrast to Andrew, I've had no trouble at all.

I put this down to the dealer who I got the bike from, because the problems mentioned were sorted out before I even picked up my KTM.

I got my bike from Leisure Trail in Nottingham, who are miles away, but I had a CRM off them a couple of years ago and they looked after me pretty well and they have recently become official KTM dealers, so up North I went. They told me KTM had issued a new carb kit for 2000 EGS 200's which makes the bike run cleaner and eliminates the chance of seizures. They also modified the gear change spring as this can cause the gear lever not to return if its not sorted.

As for the bike, I think its great, but its certainly more of an enduro bike than a trail bike and I could not recommend one as daily transport. But if you want a bike to ride in enduros and on green lanes, its just the job.

So if I was you Andrew, I would ask your dealer why he did not correctly prepare your bike in the first place?

I still don't like Orange though!

Steve Marsden, Fleet

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MAG AFFILIATION?

I recently tried (unsuccessfully) to persuade Suffolk County Council to leave an important RuPP open locally. As a result of my failure and discovering how the few remaining rights of way are at risk from all tiers of Government I decided to join the TRF. Your newspaper is interesting reading and you seem to be fighting a hard but forlorn case for motorcycle green laning. As a long time member of MAG I was wondering if you had ever thought of affiliating to them as well as the BMF? They do good work for motorcyclist rights and represent a large amount of riders, some of whom may be interested in you and your case.

The days of the BMF and MAG being arch rivals are (hopefully) now over and as Brian Thompson writes in last month's TRAIL, motorcycling bodies

should all work together against the common enemy.

Please keep on the good work and never ever give up.

N. Bince-Jones, Suffolk

P.S. My family farms and I am also a member of the CLA

WHOSE money is it anyway?

These are the views & interpretations of Peter J. Ballard.

It is believed that they are consistent with the Rules and Constitution, Policy & Intentions of the National TRF. PJB was National TRF Secretary during part of the loss of TRF funds & was partly involved in the better control of TRF funds to meet the TRF members wishes.

Background A few years ago you will all remember that the late Honorary Treasurer of the National TRF allegedly stole most of the funds of the TRF including the 'Fighting Fund'. At the TRF AGM following the final assessment of the loss there was overwhelming agreement to put into place procedures to ensure that this could never happen again to funds held for TRF members. Systems were put in place to better control the money in the National TRF accounts with respect to signatories, accounts and auditing.

1999 National TRF Audit The official audit of the TRF accounts prior to the 1999 AGM showed that the TRF had all necessary safeguards in place to protect its members money that it held and that the accounts did balance and were under control, with one major exception!

1999 Audit Concerns The auditor, to whom the TRF paid your money to do a professional job, did point out that there was additional members money held by the TRF that was controlled by the TRF Groups. The auditor was unable to obtain information as to exactly where this money was held, who were the signatories of those accounts and how

much money there was. *This was thus against the will of the members at the AGM who insisted on professional control of all their money.*

The National TRF Response The National TRF Executive has taken note of this. In order for them to meet the requirements put on them at the AGM and to satisfy the auditor, they need to know about the members money held and controlled by the TRF Groups. Thus they need to know the account details, the signatories and the balance. The National TRF has requested this information from its Groups, but so far the response has been very limited.

TRF Groups or Clubs? TRF Groups are NOT autonomous bodies that affiliate to the TRF, that is they are NOT independent Clubs. The formation of a TRF Group has to be approved by the National TRF and once it can be shown that the proposed Group is needed and is able to represent local TRF members it then becomes an official TRF Group. *By definition TRF Groups are composed of members of the TRF, and are responsible to the National TRF.*

Groups are Responsible to the TRF Thus the TRF Groups do have responsibility to the National TRF, they do after all represent people who must be full members of the TRF. One cannot join a Group without first joining the TRF as a member - those are our rules! *Thus it is reasonable for the National TRF to be aware of how the money belonging to its members is controlled by its own authorised TRF Groups.* This is the point made by the paid professional auditor of the TRF accounts.

The Alternative that does NOT exist IF there were separate independent TRF Clubs formed in various parts of the country, that had their own Rules and Constitution, had their own members who may or may not be also TRF members, then this is a very different case. Maybe these hypothetical TRF Clubs would wish to try to affiliate to the National TRF or the BMF or MAG, etc. If they then did so the organisation to which they had affiliated would NOT have an automatic right to know what the affiliated Clubs were doing with their own Club members money. The organisation to which the Club had affiliated may well set guidelines as to how an affiliated club should run its finances, but if the Club members did not like these then they could withdraw from affiliation. This is NOT the current situation, it has never been like this and nobody (yet) has suggested anything approaching this.

Outside the TRF Although there are various trail riding/enduro clubs about, they are not able to affiliate to the TRF even if they wanted to. The TRF has no system for this since by implication it does not want this. If these organisation wish to come in from the cold they would need to apply to the TRF to form a TRF Group and of course abide by the TRF Rules and Constitution and Code of Conduct, etc.

Inside the TRF The current agreed (by the TRF members) arrangement is that a

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trail rider joins the National TRF then associates with a recognised and approved (by the TRF) local TRF Group to support the TRF at local level and to take part in local activities.

TRF Group Money Whose money is it? - referring to the money held by the TRF Groups. It is the members money that they have given to the TRF Group that they associate with for that TRF Group to spend or invest. This is under the control of the TRF Group with direction and agreement from the TRF members who associate with that TRF Group. *NB The National TRF has no control over this money, except in as much as it should be used according to the TRF Rules and Constitution and be considered by the annual audit of the members money held by the TRF. NB II The National TRF has no intention of putting any claim on the TRF Groups money.*

Also, there is no requirement for a TRF Group to hold funds, or for the TRF Group to have to use all those funds before it request financial support from the National TRF for expenditure such as representing the TRF at Public Enquiries or fighting potentially unjustified prosecutions of TRF members. *It is TRF members money paid into a TRF Group for the benefit of the TRF Group.*

TRF Group converts to an independent Club? This has never happened and would in my view be a backward step. If a new Club is set up in a locality effectively out of an existing TRF Group, thus with basically the same people, then in my view the funds that are in the TRF Group must stay in the TRF Group even if there remains just one TRF member belonging still to that TRF Group. Even a majority vote by the TRF Group members would be insufficient to transfer the TRF members money held by a TRF Group in the name of the TRF to an organisation not part of the TRF. Only if all TRF members in that Group decided to no longer attend their TRF Group could their money be transferred elsewhere, I would suggest then that the only place TRF members money could be transferred to would be into the National TRF where it could be held in trust for a TRF Group with no current members.

The members of this new independent Club may or may not be members of the National TRF. Any funds held by this new Club should be controlled to the satisfaction of members of the new Club not the National TRF. The Club will gain independent from the TRF but would lose all support from the National TRF for Rights of Way matters, opposition to Political Initiatives, access to the funds of the TRF, etc. - all are for the worse in my view.

Conclusion *We are all TRF members, we all signed to agree by the Rules and Constitution of the TRF and other related requirements, we should all stick together to make the organisation work, and show full responsibility for TRF members money held in all TRF accounts.* Peter J. Ballard, Member of TRF, supporting the TRF Wiltshire Group

CLASSIFIED

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.

SUZUKI DR400S White, 19000 miles, 1980, lots of money spent, MOT, ready to go, £750. **Yamaha SRX600** Super Single 4000M, 1986, silver, gleaming, new tyres, £1350. Tel: 01298 26201 (Derbys) eve.

CCM 604e March 1999, yellow/black, full handguards and stainless steel sprocket cover, excellent condition as it has only covered 1000 easy miles. £3800. Tel: 01488 638457 (eves) or 07801 881334 (near Newbury).

HONDA XL185S 1981 "W" reg. 14000 miles just been restored 90% new. Too much to list. Phone for more details. £550 ovno. Tel: 01530 249782 (Leicester).

MORINI KANGURO X1 350cc. 15000kms in good original condition, nearly new MT21 tyres front and rear, tank and plastics recently resprayed (only for colour change - was white, now metallic Westminster grey), new transfers, frame vgc, highly presentable bike. £950 or exchange for trail/trials bike, Honda TLR250, Yamaha Serrow XT225 or similar. Tel: Tom Rae 0131 332 0869 (Edinburgh).

HONDA X200 1980 twin shock finished winter project. Immaculate original condition. Health forces sale, £875 ono. Tel: 01629 812986 (Derbys.).

TTR250 '95 "N" in really excellent condition. Electric start. Taxed and new MOT. Owned by my mate from new. £1900. **KLX250G '95**. Reg. No. M2 TRF. Come on you guys - I've got my DRZ400S and need the dosh! Make me a sensible offer. Tel: Tony Stuart 01208 862960.

HUSKY TE410 ENDURO 2000 "V" reg (1999 model) Trail use only, still has

ignition key, elec horn, halogen light, fitted, easy starter, quiet twin pipes, 130kms fuel range. Bargain at £3375! Tel: Alan 01722 501306 (Salisbury).

KAWASAKI KDX250SR "H" reg, T&T, 11000km. Very nice original condition with sensible extras. A brilliant reliable trail bike. £1800 ono. Tel: Robert 0115 849 8149.

HONDA NX650 DOMINATOR 1995 "M" reg. Bright red, gold wheels, garaged, 17000 miles, summer use only. Excellent condition, £2100. May part exchange. Tel: 01200 428844 or 07773 854581.

B&B IN THATCHED COTTAGE between M4 and Marlborough Downs. All facilities including safe lock up/stabling for bikes/horses. Tel: 01793 813982.

HONDA XR400 1996, T&T. Very reliable excellent condition. Many extras. Genuine reason for sale, £2000 ovno. Tel: 01509 503327 (Midlands).

KAWASAKI KLR250 1990 "H" reg. 25000km. Well maintained, new 'O'-ring and sprockets, Hagon shock. Green lane use only. £950 ono. Tel: 01773 719182 or 07790 490005.

YAMAHA WR400F Blue and white. 1999, 600 miles. Sump and frame guards, bark busters, new tyres. 1 owner. Garaged and unused, £2995.

GSXR600 1997, black/grey/red. 10 months tax and MOT. Data tagged and immobilised. Heated grips. ART can and grab rail. Recent service and FSH, £3495. Tel: 01200 428778 or 07970 758392.

WANTED Honda CRM250 Mark 1 Crankcase (mine is cracked near gear shift), or details of someone who might have one. Would also consider bottom end or full engine. Please help! Tel: Martin 01942 276543 (Lancashire).

WANTED Honda XR600. Tel: Richard 01730 821068.