

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: 01246 811949
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, *Painswick Institute, Painswick, 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, *Hindhead 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 McDermaid, 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 Mob: 07970 919790
3rd Tuesday, *The Fox at Bransford, Worcs.*



Patron: Lord Strathcarron

TRAIL

OCTOBER, 2000

No. 266

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

EDITOR: Fred Ellison.



Leo Crone fully loaded up & ready to go at Dover Docks.

Read Leo's article 'TT Tails or First Impressions' on page 19.

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

TRF OFFICERS

- CHAIRMAN** David Giles, 22 Ford Lane, Allestree, Derby, DE22 2EW.
Tel: 01332 552288, E-mail: davidgiles@dlgtraining.freemove.co.uk
- PUBLIC REL. OFFICER** Mark Holland, Corn Farm, Devauden, Chepstow, Monmouthshire,
NP16 6NS. Tel: 01291 650240 (Weekends only).
- MEMBERSHIP SEC.**..... John Pritchard, 8 Chantry Close, Bishop's Stortford, Herts., CM23 2SN.
Tel: 01279 505343, Fax: 01279 501599, Mobile: 07879 804614,
E-mail: trfmemsec@aol.com
- SECRETARY** Karen Wilson, 69 Nottingham Road, Trowell, Notts., NG9 3PJ.
Tel: 0115 930 0414.
- TREASURER**..... John Gardner, 119 Hallbridge Gardens, Up Holland, Lancs., WN8 0EP.
Tel: 01695 622792.
- EDITOR**..... Fred Ellison, Sheepcote Farm, Moor Lane, Wiswell, Clitheroe, Lancs., BB7 9DG.
Tel: 01254 823893, Fax: 01254 887999, E-Mail: print@ellison.sagehost.co.uk
- RoW OFFICER** Richard Marshall, 1 Burlington Close, Breaston, Derby, DE7 3UB.
Tel: 01332 873416, E-mail: richard.marshall@eggconnect.net
- BMF LIAISON OFFICER**..... Derrick Collins, 11 Grangewood Road, Wollaton, Nottingham, Notts.
NG8 2SJ. Tel: 0115 928 2806.
- KEEPER OF STATIONERY** Aelwood Finch, 8 Hallowell Down, South Woodham, Ferrers,
Chelmsford, Essex, CM3 5FS. Tel: 01245 329118, Mobile: 0374 471251.
- DISPLAY EQUIPMENT CO-ORDINATOR** Leo Crone, Tel: 01325 487927 (7a.m. - 5p.m.). Display boards held at
Unit 10, Red Barnes Way, McMullen Rd., Darlington. Tel: 01325 463815.
- EQUESTRIAN EVENTS LIAISON OFFICER** Colin Patient, 14 Ryecroft Close, Woodley, Berks., RG5 3BP.
Tel: 0118 969 6783.

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

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



MEMBERS MEETING SUNDAY 29TH OCTOBER

That isn't what we call it but that is what it is. Ideas debated, grievances aired and one man one vote - so, policies decided, officers elected. If you think that you have anything to offer or something which is not to your liking this is your chance to do something about it. Re-read the minutes of last year's AGM, it may point you in the right direction.

Someone recently said to me that their group of 50 members would be well represented with two people attending but our AGM is not a delegate meeting, it is 'The Members Meeting' and this year promises heated debate and some changes.

If only trail riding could be sustained without all this hooah. All these cries for quiet enjoyment from those whose chosen mode of transport (at least for the last few miles) is feet. If meeting vehicles on green lanes upsets them so much then surely they could avoid it, given that ramblers have 96% sole use of the available Rights of Way and are likely to be given the freedom to roam over other countless thousands of acres.

Sorry to lecture but it is important that *YOU* get there.
Happy Riding.

CALENDAR PHOTO COMPETITION

*Look through your photographs and send in
those that would be suitable for the
2001 TRF Calendar.*

Glossy colour photographs please to:
Fred Ellison, Sheepcote Farm, Moor Lane, Wiswell,
Clitheroe, Lancashire, BB7 9DG.

Sharing

It has been exciting and satisfying, even at a distance, to see the success of our athletes in Sydney: to see the results of all that hard work and personal dedication come to fruition. Whatever their eventual position in the events - I imagine it was great just to be allowed to participate. But of course they had there an arena in which to conduct their sport and I expect that they took that for granted. But for us trail riders, need I remind you, we can never take our arena for granted.

Some experienced observers believe the proposed Rights of Way Bill 2000 could be more threatening to Trail Riding than the Countryside Act of 1968 ever was. That Act caused the creation of the Trail Riders Fellowship: a small group of enthusiasts who banded together in the work of maintaining motorcycling on the green lanes which had vehicular rights. A tough group, the class of 1970, and they did well. Now we shall see what the lads of 2000 are made of, as the baton is passed on.

With the Chair, Secretary and National RoW Co-ordinator standing down at the AGM and no nominees to date, it is now make your mind up time for the future of trail riding in the UK. Either you are prepared to support with time and money an effective organisation or you are not. The options would appear to be:

1. Find new voluntary officers and continue as at present: skill and time required.
2. Make Regionalisation work and so share the work load: however, it will need an infra-structure to work.
3. Employ a part time paid executive officer: skill and money required.
4. Go your own way: but this would give trail riding a low life expectancy.
5. New thinking from within the membership to find a new way forward: a rebirth.

In addition the Annual Membership subscription is fixed each year at the AGM. It has not risen for 4 years. Option 1 will require an increase of at least £5. Option 3, probably £8-10.

The AGM is the one meeting in the whole year that the member should attend. It is the Members Meeting; here the officers account for their actions on behalf of the membership and the members say directly what they want. There are no block votes or any other kind of representation, it is just one member, one vote: your responsibility.

I hope to see you there.

David Giles, National Chairman

TRF CHAIRMAN: JOB DESCRIPTION

Executive Role:

Senior Representative of the Organisation.

Responsible for ensuring that the commitments and duties of the Constitution are carried out as defined.

To call and conduct (chair) Executive and other significant Meetings.

To ensure, as far as possible, that agreed duties and activities are carried out.

To run the elected Executive as its Team Leader.

To encourage and ensure an effective and efficient organisation.

To liaise closely with the Secretary over current business and Exec. agenda and with the Treasurer over financial matters.

Leadership Role:

In an organisation that requires a planned approach to effectively conduct its purpose:

To establish present and future needs, review options, establish priorities and to invoke the necessary actions.

To create a visible Forward Plan.

To inform, persuade and reach agreement with the Executive, and through them the membership with regard to the necessary course of action.

To act swiftly (in accordance with the Constitution) whenever necessary.

To liaise with other pertinent organisations as required.

To identify and nurture talent.

To safeguard the good name of the TRF in all respects.

Responsible for all actions to the membership of the TRF at the Annual General Meeting or at an Extraordinary General Meeting. The post is elected annually.

TRF VICE CHAIRMAN: JOB DESCRIPTION

The principal role of the Vice-Chairman is to share the work load of the Chairman by taking responsibility for specific areas of work and to deputise for the Chairman where required. The Vice-Chairman takes on the role of Acting Chairman in the event of the Chairman standing down while in office. The role provides an excellent opportunity for developing experience of the Chairman's role. The post is elected annually.

TRF SECRETARY: JOB DESCRIPTION

Executive Role:

Officer in charge of secretarial services to the Executive Committee.

General correspondence to and from the TRF including the P.O. Box Number.

Meetings: publicise them, arrange the venue, circulate the agenda and provide necessary support papers. Create a record of the meeting: with attendance list and minutes. Publish the minutes to time.

Ensure necessary policies and documents are in place and current: insurance; subscriptions (e.g. LARA); P.O. Box fees; Listings in publications.

Bring renewal dates and any changes which might affect the TRF to the notice of the membership (Exec.).

Archive material: retaining and cataloguing records; providing an access service to these records for the membership.

Where possible to assist with policy papers and responses to Government consultations etc.

Useful Attributes:

Good communication skills (written and spoken) to service an organisation with a widely spread membership and diverse contacts.

Capable of working independently or with appropriate co-executives.

Methodical

Eye for detail

Lead a team if required

Tactful

To safeguard the good name of the TRF in all respects.

Responsible for all actions to the Executive Committee and to the membership at the AGM or any EGM. The post is elected annually.

TRF RoW OFFICER: JOB DESCRIPTION

Executive Role:

To keep abreast of RoW issues as they affect the membership.

Maintain contact with all current RoW officers in the Groups.

Assist local members with RoW problems.

Establish liaison with other RoW workers.

Liaise with other relevant Organisations

Useful Attributes:

To have a good knowledge of RoW law.

To be IT literate with standard PC skills.

To have literacy and presentation skills.

To be an active trail rider.

Represent the TRF on RoW matters

The role is one of co-ordination and support, not of doing everything for everybody.

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AGENDA FOR THE AGM OF THE TRF

on **SUNDAY 29TH OCTOBER 2000**

at the **NATIONAL MOTORCYCLE MUSEUM, BIRMINGHAM**

10.30 WELCOME:

Approval of the Minutes of the 1999 AGM

Elected Officer's reports:

Co-opted Officer's reports:

13.00 LUNCH

14.00 OPTIONS FOR THE FUTURE OF THE TRF

a. continue as before

b. regionalisation

c. employ part time exec. officer

d. dissolution of the central organisation

e. a rebirth?

MOTIONS TO THE AGM

See p5 of TRAIL No. 262 for full wording of the motion on

Regionalisation

Election of Officers

16.00 Any other business

Date and place of the next AGM.

Minutes of the AGM for 1999:

These were printed in the November 1999 edition of TRAIL (No. 255).

Constitution:

A copy of the current Constitution is to be found in the TRF Handbook.

DIRECTIONS

The National Motorcycle Museum is at Junction 6 of the M42, Birmingham.

NOTICE BOARD

KENT TRF GROUP

After a major refurb
of the
Pied Bull in
Farningham, the
Kent TRF group will
reconvene
as from 11th October.

NOTICE OF FORTHCOMING MEETING OF THE SOUTH WESTERN REGION

Saturday 18th November 2000 10am for 10.30
am start at Puriton Village Hall.

Everyone is invited to this November meeting
of the Region at Puriton (on the A39 to
Glastonbury, M5 J23 North Bridgwater).

A lively forum for local & national issues. Not
only open to Group Representatives!

PLEASE post, telephone or e-mail agenda items
through to me before
Wednesday 12th November.

Clearly the value of the Regions and
recent proposals will be discussed.

There is also some good (RoW) news to
talk about. Any new faces/new opinions
are especially welcome.

Sally A. Madgwick, 1 Halgavor Road, Bodmin,
Cornwall, PL31 1BW. Tel: 01208 74411.
E-mail: s.madgwick@plymouth.ac.uk

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ED04 (Enduro tyre 250 and above)	120/90-18	£45.95
ED660 (Latest Rear Enduro Tyre)	120/90-18	£45.95
ED661 (Matching Front Enduro Tyre)	90/90 - 21	£34.95
ED12 (USA spec Enduro tyre)	120/90-18	£45.95
ED16 (All terrain rear tyre 100/100-18)	4.60-18	£37.50

Barum/Mitus Trials, Mx, Trail & Enduro Tyres

C20 (Good All-round Trail tyre)	130/80-17	£42.00
C16 (Hard-wearing Rear MX Tyre)	120/90-18	£34.50
C16 (Good All-round Front tyre)	3.00 - 21	£28.50
TR1 (Trials Pattern Rear Tyre)	4.00 - 18	£32.00
C11/C02 (The Legendary Stoneking)	120/90-18	£36.50

IRC Road Legal Grippy Trail Tyres

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TR8 (As above Actual Width 4.75")	4.00 - 18	£39.95

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EAST MIDLANDS TRF GROUP MEMBER

Please phone for more detail or copy of my Free Illustrated price list

Telephone: **01949 850530** (anytime)

STOLEN SEROW

Yamaha Serow stolen from Bognor
Regis between 2000hrs 7 Oct &
0700hrs 8 Oct. Blue & white, 1990,
G799 TGH. Any info to Simon Gilbert
01243 870198.

TIP

After the battery boiled dry
and unable to source any
distilled water, I used some
tonic water which has worked fine,
if only as a temporary measure.
Tap water has too many impurities
and will cause premature failure.

Tim Gooderson, Kent

REGIONAL HAPPENINGS AT THE AGM

The TRF AGM 2000 is fast approaching and once again we are in need of suitable candidates for several Principal Officer positions. The TRF cannot function without these officers but they each require the commitment of a considerable amount of private time by those elected. Maybe someone will step forward at the last minute to fill the vacancies, they usually do; but can we be sure they are the best people for the job and is this really the best way to run a national voluntary organisation?

Regionalisation is intended to benefit the TRF in many ways, one of the more important being to address this ongoing problem of succession; i.e. finding suitable, experienced, volunteers for the Principal Officer posts.

On the principle that a job shared is a job halved, the identification of four or five sharers from around the country, working as teams in support of each Principal Officer, must reduce the workload and level of responsibility imposed on each, whether team member or Officer. This surely makes a commitment more acceptable and attractive to potential candidates.

Though such a Regional structure does require more volunteers, by providing a range of tasks and levels of responsibility, candidates are able to take on a commitment they are comfortable with. Most members appreciate the contribution made by the few dedicated Principal Officers, and many are themselves prepared to do their bit for the TRF; as has been proved in the S.W. with volunteers being identified to support each Principal Officer.

The proposed structure has been discussed in previous TRAILS, 258, 259, 260, 261, with the proposed change to our Constitution in 262. Please read through these again carefully, twice. You will see that no major changes are being proposed; Local Groups will continue, as now, the National Executive will still be elected at AGM to provide direction and be responsible for administration, as now. What does disappear is the Group Representative; barely 30% of whom put in an appearance at Exec. Meetings anyway. **Group Representatives will be replaced on the Executive with Regional Chairmen and Delegates** who are chosen by the membership of the Regions to represent their views following a process of consultation. Group Officers or individual members who wished, would only need the permission of the Chairman to attend Exec. Meetings; but they would not have a vote.

Under this proposal ALL members, whether affiliated to a Group or not, will have the opportunity to attend local **Regional Meetings to choose their Delegates** and vote on any issues put to them, to exchange ideas and experiences, and to offer their services to help support our National organisation. It is not envisaged that any increase in subscriptions will be required to service this structure.

Any member who considers this proposal might provide a solution to our present dilemma is invited to ring Peter Ballard (01225 891634) or Peter Banks (01749 860396) to find out more, or offer active support. It would also be useful to hear of reasons why the proposal might not work, so we can save time at the AGM. It is hoped, though, that this structure will result in us all working together better, thereby gaining more enjoyment from a successful fellowship.

Peter R. Banks / Peter J. Ballard

MINUTES OF TRF EXECUTIVE MEETING On Saturday 23 September 2000 at Becketts Island, Wythall

Present: As listed in the attendance book. The following Groups were represented: Cumbria, North Wales, East Midlands, West Midlands, Herts, Glos, Loddon Vale, Wilts, Lancs and Ribble Valley.

Welcome: the Chairman, David Giles, opened the meeting, with an outline of the day's business. He also circulated two folders with background information on: Regionalisation, Court cases in Derbyshire, and the Job Descriptions for the Officer roles of Secretary, Chairman & RoW Co-ordinator - posts requiring new officers at the AGM. The agenda for the afternoon would specifically look at issues concerning the future.

Apologies for Absence: Karen Wilson, D Clegg, D Collins, T Stevens, K Westley, M Hannigan, R Rowley, S Pighills, B Read, P Banks, P Ballard.

Notification of Any Other Business:

John Pritchard - Merchandising.

Charlie Morriss - Hereford S116 cases.

Bill Richards - Website update.

Approval of Minutes: the minutes of the previous Executive meeting, as published in TRAIL for July, were approved. Proposed by R Marshall, seconded by Mark Holland.

Matters Arising (Actions):

Training: All groups had been asked to prioritise RoW Training. Several groups had already discussed this at their meetings and had allocated time for various training needs, mainly run leading and map reading. The Chairman was encouraged by these reports and felt it was incumbent on all groups to ensure their members know where they can legally ride. Action: All Groups

John Higgin's Archive Material: Karen Wilson had been asked to write to John Higgin, but it was not known how far this had progressed. Action: Karen Wilson

Finance: John Gardner had completed the actions requested in the previous minutes. Insurance cover had been sought through the BMF for public liability insurance. The BMF offers cover for around £500 and John asked the meeting to approve this expenditure. All Agreed. Action: John Gardner

British Trust for Conservation Volunteers: Richard Marshall offered to contact the BTCV with a view to co-operating over for lane clearing work and the possibility of being able to use their personal accident insurance cover. Action: Richard Marshall

Secure Communications: E-mail addresses for a forum. Wayne Little reported that he had 25 addresses from groups, but was still waiting replies from other groups. The meeting felt there was merit in this type of communication and we should start to use it. Action: Wayne Little & David Giles

Fighting Fund: John Gardner reported that he had set up a FF sub committee which had

produced a printed leaflet in the July TRAIL. The present amount in the Fighting Fund was given. As was the amount of donations received to date. There was a feeling that some groups were holding back until after the AGM. It was suggested groups should consider donating monies received from horse events to the FF. This was an ongoing process for our treasurer. Action: John Gardner.

Regionalisation: This would be discussed in the afternoon session.

East Midland Group request: The Chairman had received a request for £565 to fund a stand on behalf of the TRF at the Donnington Dirt Bike Show. However the meeting recognised that there would be additional costs for lighting and other sundries. Our need is to recruit members who are prepared to volunteer and there was little evidence that dirt bike shows achieve this. Thought should be given to targeting a variety of shows in future to attract a wider spectrum of potential membership. We should also consider flying the flag at County Shows, etc. John Gardner proposed a budget of £700 for this years Dirt Bike Show with the proviso that the stand should clearly reflect responsible use of RoW and the countryside. This was agreed. Action: John Gardner & David Giles.

Motor Cycling Club (MCC) request: we had received a request from the Motor Cycling Club for a swap of advertisements in each other's magazines. They were interested in generating more motorcyclists in their traditional long distance trials, i.e. the Lands End, Edinburgh and Exeter trials. The meeting felt that such a liaison could be mutually beneficial and the Chairman was asked to talk to the MCC.
Action: David Giles.

National Federation of Bridleway Associations Request: to help with the funding of a Legal Opinion regarding the Human Rights Act in respect of Users of the Countryside. It seems that the Landowners believe that the Human Rights Act might help them keep the public off their land, However, the Bridleway Association believe the Act could help Users. Charlie Morris proposed a donation of £200, John Pritchard seconded. All Agreed. Action: John Gardner.

Officers Reports:

RoW: Richard Marshall circulated his report and reiterated the need for continuing lobbying of our MPs about the Countryside Bill. He reported a change in date of the LARA Workshop which has been postponed the 25-26 November 2000, same venue and cost. At this later date we are more likely to know more about what the bill will actually propose. The Hert's RUPP 13 Modification order is going through. Richard is updating the list of Group RoW Officers for the AGM. Would Groups please ensure he had the names of their latest officers. There was interesting discussion on the details of recent cases. Groups should recognise that evidence from other user groups and motor cycle clubs could be of the greatest value when presenting vehicular rights evidence in Court. Action: All Groups.

Finance Report: John Gardner gave a full account of our present financial position. A copy of the full account will be available to the membership at the AGM. There has been a lot of financial activity over the year and we have made fuller use of our fighting fund than ever before. The meeting felt that it had been money well spent and that no individual group could have sustained any one of the challenges that we had collectively repelled. So, naturally there is a need to replenish the fighting fund. Action: All Groups.

Calendar for 2001. It was agreed to produce a TRF calendar, but one with space available for notes of meetings, runs etc. Action: Fred Ellison

LARA Report: The Chairman circulated a report from the July LARA Meeting which he had attended. Significant topics included: the need to put in place new funding for LARA (the TRF's most valuable ally) as the Sport England funding ceases; the need to up-date the register of TROs throughout the country (the new RoW bill may create an opportunity to reclaim them); the need for research to be done on every lane used by groups, so that they are aware of their rights and can make claims within the deadline period; the need to at least consider the implications of trail riding by permit; current Lakeland HoTR full routes map information is available to members - quoting their membership details - from the LARA office; the need for all groups with an interest/responsibility in the National Parks to ensure they are represented on the NP Access Groups. There was a need for all groups to discuss and action these issues Action: All Groups

This concluded the morning's business.

Looking ahead for the TRF: The chairman opened the discussion by saying that recent Court cases should have had focused everyone's thinking: the TRF had been successful because of its collective fiscal strength and the expertise and hard work of its volunteers. In a worst case scenario where these vital resources were not replenished; splinter groups would survive for a while, but slowly and surely their routes and activities would be picked off. Without national representation the influence and respect that the TRF has generated would soon diminish leading to the loss of trail riding as a legitimate hobby. In reality the public would lose its green lanes to rapacious landowners.

Fred Ellison suggested that the work load was becoming too much for volunteers and that perhaps it was time to pay someone to do the core work. John Pritchard felt that if someone is paid, that there would still be a need for a strong Executive Committee to manage the role. However without such a burden of work the voluntary committee roles would become more manageable and hopefully more attractive. John Gardner wished to emphasis the TRF will go on: what we have to do currently is find the appropriate means.

The Chairman reminded the meeting of the proposal for Regionalisation as put forward by Peter Banks and Peter Ballard. He read Peter Banks' letter to the meeting. There was a lot of general support for the concept, but concern as to whether groups and regions other than the South West were yet in a position to implement the proposal. Charlie Morriss felt that the word 'regionalisation' seems to mean different things to different groups and that this confusion needs to be overcome with more explanation of what is required to make things work. It was about enhancing not diminishing opportunities. The Northern Region was largely in agreement with the South West Region's forward looking system, although they still felt there would be a need for direction from a National Executive committee.

Vehicular User Needs 2001: Richard Marshall reminded the meeting that the TRF had been formed as a response to the 1968 Highway Act which threatened recreational riding. Now we are up against another threatening Bill which proposes to limit our access to routes where vehicular rights would only be proven by our research and with a time limit on the process. (which by implication called for the rejuvenation of the TRF)

Richard felt there may be some funding from the Government, or the Countryside Agency, for this research. But the TRF needed to put together a business plan in order to request any

of this funding. If received, this could perhaps offset some of the outlay required for a paid officer.

AGM: This part of the meeting was about integrating our thinking to date into an agenda for this year's meeting. Traditionally, we have Officer's Reports and elections in the morning, followed by a topic for discussion in the afternoon. The Chairman suggested that this year it might be better to defer the elections until later in the meeting - so far no-one had come forward for any of the officer roles being vacated - so that there is adequate opportunity to explore our options. The meeting felt that the regionalisation ideas need to be explained at the AGM and have asked the Chairman to write to Peter Banks and Peter Ballard asking them to make a presentation. This was felt to be necessary so that all members might have a chance of entering the debate. Similarly a decision to employ a part time executive officer could change the work load of the executive officers and this required giving the full membership an opportunity to speak. There was also a clear implication for an increase in the subscription rate. The Chairman asked the finance sub-committee to look into the implications of a part time employee. John Gardner felt there is a need to reinforce the clear message that these were plans for the continuation of a strong TRF, but one that still required volunteers to fill the vacated Officer posts. Action: David Giles & Jeff Ward - finance sub-committee.

Any Other Business:

Web-site: Bill Richards and Wayne Little demonstrated the web-site. They were happy to cope with the technology of the web site but asked for direction as to the content. Mark Holland and John Pritchard will be their first line of contact. John said how valuable and time saving the web-site is for giving information to new and aspiring members. Action: Mark Holland.

Merchandising: John Pritchard said that a member in Essex would like to take this on. It was agreed that John Gardner and John Pritchard would liaise over the necessary support. Action: John Gardner and John Pritchard

Herefordshire Lanes: Charlie Morriss reported the S116 Stopping Up Orders on a series of lanes in Herefordshire where the locals are being whipped up against vehicular users. Local user support is needed to keep these lanes open. The Magistrates have set aside the 8, 9, & 10 November 2000 for the hearing and it is hoped to get support from Christine Willmore (a sympathetic barrister) and Alan Kind. Charlie Morriss was asked to write an article for TRAIL to encourage local groups to attend the hearing. Action: Charlie Morriss.

TBM Advert: John Gardner expressed concern again at the TRF advert in TBM. It seems that the magazine is not using the TRF Logo and John wants to cut the advert to bi-monthly, this was agreed. The meeting felt that if they don't comply with what we want then we should look to advertise elsewhere. Action: John Gardner.

The next Executive Meeting: will take place 2 December 2000, at Becketts, Withall, Birmingham, commencing at 10.30am.


The AGM: will take place at the National Motorcycle Museum, Birmingham on 29 October 2000, commencing at 10.30 am.

The Chairman closed the meeting at 4.15 pm.

JOHN CARY MAPS GO HI-TECH!

Those of you involved in rights of way research will doubtless have come across the superb county map series by John Cary. The earliest full atlas of England and Wales (1787) and the researchers delight of the 1832/34 atlas, show the evolution of the road network, even in that short 50-year period. Full atlases by Cary (and the other county cartographers) are very rare - most got torn up for use as single sheets. The British Library has full editions, but accessing from a distance is not that easy, and popping in on the off chance, well, take a flask and sandwiches.

The TRF's national press officer, Mark Holland, recently happened upon a complete Cary 1787 atlas in decent condition, and at a price that didn't require him to sell his wife/girlfriend into white slavery. Mark has most generously allowed the atlas to be copied by Dave Tilbury on behalf of the TRF. Dave scanned the pages, in colour, in the cross-platform Acrobat PDF file format. The 'grid plan' of the counties forms an index, with 'hyperlinks'. You click the mouse on the county you want, and that map plate opens up on screen automatically.

 Who said they all live in mud huts in Hampshire?

What is very interesting is the 'invisible detail' that can be brought up by clicking 'zoom in'. The engravers must have worked under very powerful lenses, and avoided eye-damaging recreational activities. Anyone who wants part of a map plate blown up can make a copy of the page on his/her own computer, blow up and centre the area wanted, crop away the unwanted parts, then print the selection to 'fit the page' of A4. Reasonably faithful colour reproduction can be obtained with an inkjet printer. Alternatively, the map scan could be shown to an Inspector on a notebook computer screen.

The CD-R (which should work on Windows 9x, MAC and NT, using free Acrobat Reader 3.0 or 4.0) is available from Rod Butterworth, who has kindly agreed to do the copying. It will cost you but a piffling £12.50 for TRF members (membership number required), £25 for non-TRF members, and once Rod has bought the CD blank and paid the post and packing, he will

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pass the balance on to the TRF Treasurer. Please make your cheque out to Rod Butterworth and send to him at 56 Westwood Park Drive, Leek, Staffordshire, ST13 8NG.

Just a word of caution for people new to rights of way, don't assume that because a route is shown in this John Cary atlas it is automatically a legal trail riding route. Life is a bit more complicated than that.

Alan Kind

CUMBRIA GROUP

The track that leads up to Parkamoor from Nibthwaite on OS Map 96 GR 294896 to 312925 UCR U5051 is subject from 11th September to a discretionary TRO. So if the conditions are such it may be shut so be prepared to turn around if you find the signs telling you that it is closed.

The Old Coach Road, OS Sheet No. 90 GR 316231 to 380219 UCR U2236 and U3132 has a temporary TRO on it to allow repair work. This is for up to 18 months applicable from 8th September.

The Breast High Road, OS Sheet No. 90/91 GR 553035 to 570047 BOAT has a temporary TRO on it to allow repair work. This is for up to 6 months applicable from 8th August.

In the same area as Breast High Road there is a track that has no proven vehicular rights. It runs from Low Borrow Bridge to High Borrow Bridge and is on OS Map No. 90/91 GR 554036 to 607051. There are motorcycles using it and the landowner is so fed up of this abuse that he has stopped the local club from organising trials on his land. This abuse has been reported in these pages before so I am assuming that it is not TRF members who are now upsetting the landowner but if you do know of any non-TRF who are using this track please tell them not to do so. You know it makes sense, it is for all our benefit.

There also appears to be some confusion over the Moor Divock Track OS Map 90 GR 478237 to 502211. This was confirmed as a bridleway some while ago at a public enquiry so should not be used by vehicles.

Robert Wilson, RoW Officer, Cumbria Group
RoW Officer, The Northern Centre of the Auto-Cycle Union

HEREFORDSHIRE STOPPING UP ORDERS

Herefordshire County Council have made a set of HA80s116 Stopping Up Order Applications on a series of lanes in the North West of the County where the locals are being whipped up against vehicular users. The lanes form a 'Y' shape: from (SO) 383-670 (Camp Road U92015), 394-666 (Old Shop U92408) and 394-658 (Leysfield Lane U92401); all meeting at 388-662. The Magistrates have now set aside the 8, , and 10 November 2000 for the hearing. Local (and National) user support is needed to keep these lanes open. If anyone can attend the Court, even for just one of the days, it would be a great help. If you are unable to attend (and even if you can) a letter of objection to either the Magistrates (at: Magistrates Court, Court House, Burgess Street, Leominster, Herefordshire) or the County Council (at: Herefordshire County Council, Brockington, 35 Hafod Road, Hereford, HR1 1SH. Tel: 01432 260041. Fax: 01432 340189) would greatly help the defence of everyone's right to continue to use these and other lanes in Herefordshire, especially if you can say that you have used any of these three lanes.

Charlie Morriss Tel: 01453 885323 or e-mail: Charlieftr@aol.com

FIGHTING FUND APPEAL - UPDATE

It is now just over two months since the Fighting Fund appeal was launched and the orange coloured appeal document was inserted into the July edition of Trail. Since that time over £8,000 has been donated by individuals and groups. These people clearly recognise the importance of the TRF having sufficient funds available to protect and preserve the public right to continue to use and enjoy our Country's green lane network.

You will all be aware from the reports of the National Rights of Way coordinator that increasingly we are having to be able to defend and prove the rights for vehicles to continue to use many of our ancient highways. Such actions can involve the TRF in significant levels of expenditure and it is for this purpose that the Fighting Fund needs to be strengthened.

I have received correspondence and telephone calls from groups on the outcome of their consideration to the letter I sent separately to each group representative. A number of groups have sent donations whilst some have said they will review their situation at their annual meeting.

If you or your group have not yet made a donation there is no deadline as this appeal is ongoing rather than specific for a single issue, but I would ask that you make your contribution as soon as you are able. Donations should be made

payable to the TRF and sent directly to myself, John Gardner, the TRF National Treasurer at 119 Hallbridge Gardens, Up Holland Lancashire, WN8 0EP.

All donations are being individually acknowledged, and I take this opportunity to thank again everyone who has already made a contribution. I have been asked about introducing the facility to make a periodic donation by Direct Debit and I now have the appropriate forms from our bank if you would like to give in this way. I am also looking at the possibility of getting Tax relief on gifts made by Tax payers and will report on this to the Executive Committee in due course.

Once again Thank you to those who have given and to those who haven't yet given don't delay any longer.

John Gardner

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CONFORMING TO THE LAKE DISTRICT CODE AND HIERARCHY

On 23rd August a group of representatives of recreational vehicle users and other RoW users and land managers spent a day on the Lakeland Fells taking a look at repair and maintenance possibilities on one of the area's most challenging and vulnerable trail routes. It was a glorious day of sharing opinions and dreams with some of the National Park's senior decision makers, under a clear blue sky amongst some of Britain's most dramatic scenery.

During our picnic lunch break, as if on cue, on the summit of the pass, a trail motorcycle appeared, completing its climb out of the valley below, and then there was another, and another, and another, and another ... until eleven bikes appeared.

Each bike was being ridden carefully and on a low throttle. The noise intrusion was minimal.

Some of the lead riders did not respond to invitations to stop and talk to the study group, but some later riders did, and the discussion was appreciated. Some of the riders were TRF members from the Peak District, guiding others who weren't club members and didn't know their way around. The usual reasons/excuses for not being able to ride in smaller groups were given, and the alleged problem of riding in large groups at low speed was questioned.

Whether we like it or not, some RoW users regard vehicles as a visual intrusion on what is otherwise a natural scene, and an offence to the spirit; and we cannot ignore that widely held view. Consequently it has been voluntarily agreed amongst all users that a maximum of six bikes and four 4 x 4 vehicles is a level of intrusion which other users should reasonably expect to face on the trail and accept. It is clear that eleven bikes in a crocodile doesn't meet those criteria.

TRF members and friends, please plan your riding days, routes and leaders so that you can conform to the Lake District Green Road Code for vehicle users. All user groups in the Lake District are signed up to it and put some reliance on others to sign onto it also. Like all codes (including *Highway* and *Countryside*) there may be parts of this one which you don't understand or agree with, but their effectiveness as means of enabling society to function in some sort of harmony depends on all parties abiding by them.

Please don't put trail riding in the Lake District National Park at greater risk than it already is. In the newly published code leaflet (hopefully enclosed with this edition of TRAIL) the National Park Authority makes it clear that in its corporate view green road driving is not compatible with National Park purposes and is following Government advice in looking for management solutions. If trail riding is to have a future in these sensitive areas users must work with the national Park Authority and others to achieve management solutions. Sticking to no more than six bikes in a group, and spreading to load, is part of the management process.

Geoff Wilson, Chairman, Hierarchy of Trail Routes in the Lake District Group

TT TAILS OR FIRST IMPRESSIONS

FROM LEO CRONE

When my trusted XT600 failed its MOT on a number of minor but tiresome points I felt it was time to retire my steed of some 10 years and numerous miles on and off road in England, Europe and Africa.

After looking around the choices available to me I had it narrowed down to the new XT600, XR650 or TT600. The XT looked almost identical to my 10 year old bike languishing in my garage in the two most important departments of engine and suspension. The XR while looking the part is by nature a high revving monster not very well suited to some of the uses I had intended. The TT seemed to fit the bill in the suspension area ohlin rear shock upside down front forks while brakes are Brembo discs front and back. All this combined, with an electric boot, presented a tempting package.

The trick now was to find one for sale. Coincidentally my local dealer had a UK import TT for sale on an "R" plate. While 3 years old it had 900km on the clock (barely run in) but at £2999 it seemed expensive. Phoning around looking in bike mags revealed list prices varying from £3299 or £3999. The cheaper version is a Canadian model and while contemplating this model a second hand one appears on the scene, although down in Crewe (with me in Darlington I was willing to travel) the saving on the new model bringing it down to 2999. Arrangements were made for me to visit but a phone call the day before had me pondering my options as the gentleman had sold it.

I was due to lead a run Sunday and Monday dawned with me bikeless. Down to my local dealers with cash in hand and no part-ex eventually had me the proud owner of a very low mileage TT600 for £2490. Once home I conducted my own PDI which revealed a number of holes drilled in the air box by the previous owner in what I believe was an attempt to improve the performance of a bike not yet run in. All weather tape on the air box sealed the performance enhancing holes during which time I checked out the air filter. I believe it may have seen oil at some time early in its life but the dry dusty ridden element was not doing much of a job as a filter. A liberal soaking in filter oil had it resuming duties as usual. A change of tyres to something less road orientated, brakes stripped, pins greased, suspension greased, levers loosened and finally the side stand cut out switch taped shut and zip tied to the air box had me ready for our first day out.

Sunday, Richmond town square 9.30 a.m. had 12 bikes assembled so 2 groups left in different directions. My first lane was a little tester for my crew, narrow and muddy. The first to come off was ME. Barely 20ft onto the lane the bike started to slide, I had it under control until the tyre found some unexpected grip and shot me up a steep bank coming to a quick halt followed by a very graceful side dismount. Picking the lump up I was dismayed to find the left indicator stalk hanging limp

and lifeless from its wire. Two zip ties later I resumed my muddy way. During the day I dropped it once more at slow speed due to me expecting it to ground out ALA XT rather than float over like a TT. The impression left with me that first day was of a bike with superb suspension and brakes but not much more power than a standard XT, which got smoother the more difficult the terrain became and a very uncomfortable seat.

My next run was to be the Cheviot Hills without doubt some of the most beautiful long and in parts challenging roads in the UK. This is about the only time I will fit a motocross tyre to the back wheel. I seemed to spend the entire day picking the bike up as I fell off in numerous different locations and styles (sorry lads). This was where the electric start came into its own never failing to start first press of that magical button. I eventually tracked it down to the front suspension, which was on the softest settings for both damping and rebound (undoubtedly to make wheelies easier). Did I mention how uncomfortable the seat is?

Circumstances and the dictates of time led me to taking the TT two up to this year's Stella Alpina Rally in the Italian Alps. Cruising at a steady 100kph with the small 2.5 gallon tank had us stopping every 150k to fill up which was quite a god send as that bloody seat was so uncomfortable. Eventually we spread one of the air mattresses we had brought along for sleeping on while camping, onto the seat to try to alleviate the pain myself and Helen were going through on that plank of

wood masquerading as a seat. On the rally itself we got to the top of the Colle De Sommeiller (3009m) on both the Saturday and Sunday with the bike running faultless two up at over 10000 feet. On both occasions on the way down I boiled the back brake useless, a 10 minute stop had brakes all round and downward progress resumed at a steady pace. The beast managed 2400 miles two up without a murmur. A potentially good start to a long relationship.

To date, good points; excellent suspension; sharp brakes; good looks; reasonable price; electric start.

Bad points: that seat; overweight (mostly exhaust); front wheel a swine to get out; did I mention the seat?

Leo Crone, Darlington

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letters



CONTROL ON WETBIKES

In response to Gwyn Thomas' letter "Wetbikes to be controlled?", is he suggesting that a control on the use of wetbikes is a bad idea?

Just because trail riding is considered a 'motorsport', trail riders shouldn't automatically take allegiance with every other motorsport. The control of wetbikes is a very good idea. An age limit, proficiency test, insurance, alcohol restrictions, machines' seaworthiness, noise restriction, riders' sea worthiness, navigational skills and understanding of the rules of the ocean would seem to be minimum requirements, these are yet to be enforced.

The TRF is an organisation for road legal machines being ridden on legal carriageways in a responsible manner. Any allegiance with the brainless idiots who seem to find enjoyment doing endless donuts in front of their friends (and every other beach user) on noisy jet bikes is an inappropriate one.

Spout

REPLY TO: 'A RECENT ENCOUNTER WITH SOME TRF MEMBERS (September TRAIL No. 265)

Firstly may I congratulate Mr. M. J. Collins on his powers of observation. As noted by him, trail riding members of the Bexleyheath & District Motorcycling Club Ltd. (50% of which are also active TRF members) do everything possible to be courteous and ultra considerate towards walkers, horse riders, dogs and dog walkers, etc. as we are very aware that good public relations is so important at this time, with our much loved pastime under threat from so many sources.

We now have the policy that riders who think they are in a 'permanent enduro' are told to behave themselves or not come out again and likewise anyone on a noisy bike gets one warning and then we refuse to take them out - run leader's decision is final. If all run organisers adopted these standards I think we would have a lot less problems.

However, Mr. Collins, before accusing the Bexleyheath & District M.C.C. of freeriding on the efforts of the TRF, get your facts straight as the Bexleyheath Club recently contributed the sum of £500 (five hundred pounds) to the TRF Fighting Fund, as did the S.E. Centre A.C.U. and contributions have been made by many organisations (not all motoring) and many private individuals. Incidentally the TRF Kent Group have donated a total of £600 in the last 3 years, most of which was

given to the Group in appreciation of their assistance in running and marshalling at horse enduros.

Let us hope we will all be out there riding our bikes for many years to come, including Mr. Collins, when he has finished scraping the omelette off his face!

Mike Hembrough

*Director & Treasurer of Bexleyheath & District Motor Cycling Club Ltd.
and Treasurer of Kent Group T.R.F.*

WHAT'S GOING ON?

I have just received September's TRAIL and have a comment that I think could be shared by many.

I suggest that the magazine has a section on upcoming events that any member could take part in.

It is very hard to find out what is going on and I'm sure there are many lost opportunities. I would think that groups could publish their future events on a page especially set up for them.

If there was a problem with over subscription it could be dealt with perhaps by first come first served or the organising groups members having priority.

Phil Perry, Oxon

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HONDA XR250R '98. Genuine UK bike. Excellent condition. Well maintained, green lane use only. Renthal bars, original spec. £2200 ono. Tel: Ashley 07980 265455 (Lancashire).

YAMAHA XT350 Black, 1991 "J" reg, T&T, 31000 miles, hand guards, mainly commuter use (70+mpg), spare wheels with off road tyres included. £750. **Wanted** Suzuki DR350S complete front and rear wheels. Cash waiting and will collect. Tel: 01908 261656.

CCM604e Y2K model, 8 months old. Taxed, new tyres, gold rims, low mileage, as new. £4500 ono. Tel: 01538 361087 (Staffs.).

HUSQVARNA 510TE (1989). I am only the second owner from new and bike has been 100% reliable. Easy starter and great engine. £1250. Tel: Neil 020 7431 9074 (garaged in Surrey).

KLX650R VGC, T&T, many extras, L-tank, spare wheels. £2475 ono. Tel: Brian 01225 471178 (eve).

ARMSTRONG MT500 in white not green with electric start. T&T, del orto carb good condition. £1600. **Armstrong** workshop manual for sale £20. Tel: Steve 0113 288 0641 or mobile 0410 878814 (Leeds).

HONDA XL185R monoshock. 12 months MOT, Micron exhaust, very good condition, excellent runner. £595 ono. Tel: 0115 910 0726 or 07977 556526 (Notts.).

HONDA XR600 "T" reg (UK spec). Extras, excellent condition. For details Tel: Derby 01332 874947 or mobile 0777 9541903.

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WANTED DR350 sprocket carrier and rubber cush drive parts. Tel: Jimmy 01274 833510 (Yorks.).

SUZUKI DR350 1996 "N" reg. Electric start, Acerbis tank, frame guards. One owner. New toy forces sale. Offers. Tel: 0116 283 3376 (Leicester).

HUSQVARNA WRK250 1989. Fair condition. £350. Tel: 01603 270380.

SUZUKI DR250S 1997, electric start, 1850kms, MOT & tax Feb 2001, new tyres and original road tyres, new C&S, only 600kms green lane use. £1950 ono. Tel: 0191 438 5056 (Tyne & Wear).

YAMAHA TTR250 Excellent condition. Taxed and tested. Electric start. Trail use only. £1650 ovno. Tel: 01773 833780 (Derbyshire).

TRIUMPH TIGER 900 Mk 1. Blue. Late '96. Excellent condition, 6000 miles. £3600 ovno. Tel: Pete 01202 580335 (Dorset).

OEM HONDA XR400 New Parts: speedo, headlight glass complete, tail light assy, reg/rect, wing mirror, exhaust & airbox inserts (in packaging), f&r tyres, f&r brake switches, handguards, handlebars, plug spanner, l/h switchgear, f/master/cyl complete, sidestand & spring, decomp lever & cable, numberplate light & bracket. Used parts: owners manuals English and foreign, plastic headlight surround & numberplate, gaitors. XR400 lightweight dural anodised (red) wheel spacers - front & rear. Phone for best price or chew over XR400s after 6pm on 020 8303 5616 (NW Kent).

CAN AM BOMBARDIER 1981, 250cc, ex. Army. Good runner, ratty but reliable, MOTd to October 2001. £400 ono. No timewasters thanks. Tel: Rotherham: 01709 561915.