

## GROUPS

**AXE VALE** Malcolm Preece, Tel: 01275 844757  
2nd Mon, The Star, Star (A38), Nr. Shipham, Somerset

**BLACK COUNTRY** Nick Hammond, Tel: 01902 700749  
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

**CORNWALL** Tony Stuart, Tel: 01208 862960  
3rd Thurs, The Ship, Wadebridge

**CUMBRIA** Anthony Hayhurst, Tel: 01539 721115  
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** Mark Way, Tel: 01258 451397  
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**  
Dave Anderson, Tel: 01277 657783  
2nd Wed, The Swan Public House, Great Eastern, Nr. Dummow

**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** Paul Roberts, Tel: 01992 579583  
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** Paul Vernon, Tel: 01522 889079  
4th Thurs, The Dog & Bone, John Street, Lincoln

**LODDON VALE** David Cook, Tel: 0118 901 4481  
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** Richard Hughes, Tel: 01244 533855  
1st Wed, Capenhurst Social Club, OS 116 371 740

**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: 02380 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, Woolston, 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

MARCH, 2001

No. 271

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

EDITOR: Fred Ellison.



Members of Cumbria Group at a ford crossing at Crummack on Wharfe in the Yorkshire Dales. Photo by Stephen Brass.

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

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## E D I T O R

## WALKERS TEAR DOWN SIGNS

This is the page 1 headline in the Lancashire Evening Telegraph on March 12th and the photograph below accompanied it. The article goes on to say that Hyndburn Borough Council reported that cases of walkers removing signs from the entrance to footpaths crossing farmland were rife.

An opportunity to take the moral high ground? Yes it is but it is unfortunate that it could have such serious repercussions for our farming community. We must continue to behave responsibly and leave our trail bikes in the garage. I haven't heard of any TRFers going out since all groups were told by our Chairman 'Not til further notice'. I know it takes will power to keep walking past that passport to so much pleasure but if the spread of foot and mouth is to be controlled we have to make the sacrifice.

What we can do is regard this as an opportunity to do some research and try to turn up some new lanes for when we put the all clear to fine up the trusty steed - hopefully soon, but unfortunately likely to be some time off yet.

Don't forget even though we won't get the right to roam and we must deserve it more than the irresponsible bobble hat brigade.



*Fred Ellison*



## FROM THE CHAIRMAN .....

### FOOT AND MOUTH NATIONAL ALERT

Following the news which has been breaking the last week about foot and mouth, I would expect all TRF members to exercise restraint and NOT go trail riding until there is clearance from the authorities that the situation is contained and the threat of spreading the disease has been removed.

This is not a 'good will' gesture but an absolute moratorium on all of us to act responsibly bearing in mind that our action could well prejudice someone else's livelihood. A cavalier approach to this national emergency will not be tolerated by the TRF.

Kindly inform all those who might be considering trail riding in the near future that they should abandon such plans until further notice.

Thank you in advance for spreading the word.

*André Confavreux*

*This letter has been circulated to all groups  
and copies have gone to the press.*

*However if you have not been notified please comply with this request.*

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## NOTICE BOARD

### MEETING OF THE SOUTH WEST REGION

Saturday April 7th  
10.00 a.m. for 10.30 a.m. start  
Puriton Village Hall, Puriton.  
J23, M5

ALL are welcome to the meeting.

Agenda items by Wednesday  
4th April 2001 to  
Sally A. Madgwick,  
Tel: 01208 74411, E-mail:

sally@samadgwick.freemove.co.uk

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### ATTENTION, TEESIDE & NORTH YORKS GROUP EVENT POSTPONED

"On Your Bike in North Yorkshire"  
Off Road Treasure Hunt

This event, due to be held on 15th  
April 2001 has been postponed until  
the Foot & Mouth outbreak is brought  
under control.

Entry forms already received will be  
returned.

Watch this 'Notice Board' for the NEW  
DATE.

Any questions ring Frank Kitching  
on 01642 723848.

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# ESSEX GROUP TRAIL REPORT

For security reasons the identities of the heroic trail riders in this report have been deliberately kept a secret.

Day of run: A Sunday in November 2000

Location: Somewhere in Northern Essex

Weather: Exceedingly cold

Rider 1: Lean, mean wheezing machine and natural born leader

Rider 2: Lean and very mean with a large headlight.

Rider 3: Not lean at all. Refuses to buy waterproof trousers

Rider 4: Lean, mean with permanent fag in mouth (not popular in petrol stations)

06.00: Alarm wakes number 1 up with feeling of intense fear that it is a workday. Doesn't want to get up, cold outside. Snuggles back under duvet, too lazy to turn radio off.

07.30: Pushed out of bed by other half with instructions to prepare hot beverages and fetch paper. Number 1 carries out instructions for quiet life not because he is scared.

08.00: Number 1 enters motorcycle preparation and storage area and moves finely honed machine to centre stage. Pauses to knock large lumps of dried mud from general area of kickstart. Number 1 begins starting ritual.

08.30: Starting ritual complete causing more lumps of dried mud to vibrate onto floor. Number 1 towels sweat from brow and lays down for 5 minutes.

08.40: Number 1 carries second cup of hot brown water into garage and waits with sagelike patience for numbers 2, 3 and 4.

08.45: Number 2 arrives and uses number 1's front garden as skid pan. Number 2 is quietly admonished and supplied with hot brown water, new nuts and bolts, screwdriver, chain lubricant, kitchen roll, zip ties; Sunday paper and spanners. Number 1 begins sacred clothing ritual.

08.55: Numbers 3 and 4 arrive, light fags and demand hot brown water. Number 1 points out sacred clothing ritual is complete and he isn't allowed back in the house on pain of Chinese burn. Numbers 3 and 4 suggest that number 1's other half might like to prepare hot beverage. Number 1 suggests that 3 and 4 ask her themselves. 3 and 4 decline. Number 2 shows them his cup of hot brown water and laughs. (Possible that number 2 has well hidden vindictive streak, keep eye on).

09.00: Number 1 (who is a natural born leader type) naturally leads 2, 3 and 4 out of town to ploppy Essex byways. First lane inexplicably full of mud. Number 1 leaves lane with more mud than it started with. Second Lane is hard work, number 1 not used to this and demands fag break for 3 and 4. Number 4 points out that his fag break is permanent.

09.30: Number 3's lack of waterproof trousers causing him some concern in crown jewel area. North Essex currently full of floodwater as is number 3's pants. Number 1 and 2 (safely enveloped in multilayers of Gore-Tex) mock number 3 and suggest he is whoopsie. Hard to tell if number 4 is smoking or steaming.

09.35 to 10.30: Arrived at Littlely Green ford to find river swollen and in just the wrong place. Numbers 1 and 2 cross footbridge and see that track is under water on other side. Number 1 bravely pushes number 2 forward to test depth of water. Number 2 (holding number 1's hand in firm but distinctly non-sexual manner) steps onto track and finds water up to thigh. Number 1 realising this is equivalent to knee on non-vertically challenged person, beckons to number 3.

Number 3 mounts footbridge and approaches 1 and 2. He looks at brown swirling water and makes a comment about 1 and 2 not being serious. Once again number 3's sexual preferences are questioned so he plummets into water. Unfortunately it turns out that when number 2 was in the water he was standing on the ridge between very deep ruts. Number 3 finds first rut very quickly. Luckily he is wet already although this does not stop him using profanities directed at 1 and 2 as his engine dies.

1 and 2 stop laughing after short time and wade out to help. Number 3 calls number 1 very rude name and keeps shouting about carb breathers. 1 and 2 push whilst keeping heads downward to hide giggling. Number 2 finds rut and disappears briefly up to waist. Number 1 (in masterful and soothing tone) suggests that he and 2 will return to other side of bridge and use tarmac to meet number 3. Number 1 and 2 then use dry field route to make squelchy return.

Number 4 waiting anxiously on other side with small mountain of fag ends around his ankles. Plan explained and 1, 2 and 4 quickly meet 3 (with very low crutch on trousers) at A130 roundabout.

10.40: Much insincere sympathy given to number 3 to shut him up. Group agree to accompany number 3 to his bijou's cowboy built place of residence for change of underwear and keks. Number 1 manages to fit in a couple of Felsted lanes and little Dunmow ford in before reaching number 3's home. Number 3 starts weeping pitifully when he sights swollen river at Little Dunmow. Realising that number 3 is hysterical, number 1 slaps him.

10.50: Group give first aid to number 1.



10.55: Group arrives at number 3's residence. Number 1 (covered in good old fashioned Essex clag) tactfully suggests that a sheet of newspaper is placed on number 3's settee. Number 3 snarls and disappears to dry himself, leaving the others outside with mugs of tea.

11.05: Number 3 emerges in new and non-waterproof baggy jogging things. He claims to have blow-dried his feet (hairy feet? investigate!). Number 2 complains that he has not received a bacon buttie like he does at number 1's house.

11.15: Group return to the fray and immediately descend on Tesco's Dunmow for iffy sausage rolls and other less identifiable foods.

12.00: Group move smoothly into Pharisee Green. Number 1 achieves unity with his machine and becomes a flowing off road animal. Number 2 achieves unity with a large sploshy puddle and becomes a muddy herbert with bruises. Number 2 also complains that he is wearing going out clothes to save time later.

12.05: Group plunge into Philpot End lane which is a bit icky.

12.15: Group emerges from Philpot End Lane, pale shadows of their former selves. Number 2's pacemaker is waterlogged and playing him up. Number 1 thinking of taking up smoking to provide excuse for wheezing and panting.

1.15: After many extremely wet lanes number 4's fag is just a soggy stump hanging from his lip. Number 3's new joggy trousery things are wet and crutch is lower than his boot tops (same can't be said for inner contents, water cold). Number 1 begins to enact his cunning plan to gradually move run nearer to location of Essex group's Christmas dinner so he can pay his deposit while others keep an eye on his valuable and well maintained bike.

2.15: Number 1 notices flash of movement next to front wheel whilst traversing

(copyright D Johnson) sloppy lane. On stopping he is distressed to learn that it was an ickle squirrel that he has accidentally killed. Number 3 informs him that it hit the back wheel and travelled around tread until ejected at high speed into undergrowth. Cries of 'squirrel murderer' and 'bad show' echo through the woods. 'What drove the squirrel to do such a thing?' cries number 1. 'An 18 inch MT21' replies the group.

3.15: Arrive at Christmas dinner location and park up. Number 3 is holding waistband of joggy trousery things open and staring woefully inside. Murmurs something about crotch rot under his breath.

Number 1 (with mud in all his important little places) enters the cramped hostelry to find party in full swing. People in pub wearing best finery and look at number 1 like he is fart in spacesuit (i.e. dead unpopular). Bravely number 1, clutching a crumpled tenner, pushes through to whispers of 'eek!' and 'that's me best suit!'. Mission accomplished, number 1 leaves to return to his trusty friends who are outside letting his tyres down for a laugh.

3.20: Now that they are of no further use to him as bike guarders, number 1 callously dismisses rest of group and says he is going home to jetwash his bike. Number 2 falls over at this news and requires smelling salts to bring him around.

Long live the Fellowship.

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## WHERE ARE WE GOING? WHAT ARE WE DOING?

A couple of weeks ago, well 14 Jan actually, wearing my family hat and cycling gear (Wot me!) I was enjoying a 24 mile circuit high in the Yorkshire Dales with The Bride and our youngest boys, 8 and 10, on their first big wheel mtbs. Wendy and William had the hammer down and were making the tarmac suffer – a mile or so south of Halton Gill. I was trudging along behind with Daniel, giving the hill no pain at all, when (it was 2.30) coming towards us out of the low winter sun, from the direction of Stainforth, appeared seven trail bikes, up to date, not noisy, not too fast, the occasional TRF badge, riders chattering amongst themselves and properly enjoying themselves. – Lucky lot!

These seven went down to the village to the gate which opens onto the hard narrow zig-zag track that winds on up and over "Horsehead" and down to Raisgill in upper Wharfedale, I wanted to be with you now. – Lucky lot!

But not for long, No. 1 went on up the track, OK. Now this is where it went wrong, and I wished I hadn't been there to see, No. 2, middle weight 4 stroke, set off straight up the steep moor, not on the track at all, putting plenty of power down and leaving his mark written deep, with noise and a rooster tail. He failed of course after a couple of hundred yards or so, and had to rejoin the track and his mates. But whose friend is he?

The farmer and local people have never made any problems for us. The rest however enjoyed the lane as they should and don't deserve this kind of abuse.

Another smaller group then came from Foxup and tagged on behind, making a bigger presence - unfortunate, but not so serious. What does concern me though is, haven't we tried to reduce the use of "Foxup Road" as it's wet, peaty and very badly mutilated these days. Without too much thought there's a quite satisfying alternative available.

Where are you now lads? Think about how you're using what we have. How are we, who defend your rights to ride, how are we to represent you? I did want to be with you, but then...

Yesterday, 27 Jan. I had a frustrated phone call from Ernest Metcalfe who farms seven days a week at Cotterdale on the long uphill pasture a mile up to the lime kiln on "Highway" where we installed "Eddie's Seat" a few years ago. Ernest stopped and spoke to a group of eight riders from Derbyshire who were riding very wide from the track and out onto his moorland grazing. He doesn't deny our rights to use Highway - a magnificent route - but the way that we use it. "What can I do?" He asks.

Mr. Metcalfe has been very helpful in the past, and assisted us to put in about 40 marker posts for our guidance up the pasture. Some are still there some have been abused. He wants to speak to the National Parks office again, I tell him that it's the Highway Authority's responsibility to keep the lane good. Wouldn't it be better though if he didn't have to speak to any authority about it? – We all know

what their attitude would be to our continuing use, particularly as our nanny national government is now in the process of empowering local authorities throughout the land to determine which of our old roads we shall be allowed to use. I think that trail riding has already been as much fun as it's ever going to be.

Are our weekend runs in future to be in France, Spain or Ireland? Vive la Republique! Dos cervezas por favor. Be Jasus be Guinness.

What are we doing? Where are we going?

Talk about it. Tell me.

*"Wainwright" West Yorkshire Group 830569*

P.S. 35 years ago I was riding in The Dales two day Trial. I was going as well as I could over Horsehead, when the legendary Sammy Miller passed me on his 500 Ariel, and then dropped it in a big way. Not many have seen him do that! P.P.S. I've also seen a dead donkey... Not many of those about either!

## CLASSIC BIKE SHOW

On the weekend of the 10th and 11th of February 2001, the Wiltshire Group of the Trail Riders Fellowship had a stand at The Footman James 21st Bristol Classic Motorcycle Show and Auto Jumble. The idea behind attending a

bike show came out of a discussion that occurred some time last year during a monthly Group meeting. Les Packer (our Group Treasurer) has been putting on stands at various shows for many years now, so when he volunteered to organise the Wiltshire Group's first attempt, at least we knew we were in safe hands.

It was decided that we should target the classic motorcyclist, in an attempt to attract a more responsible and possibly more passive style of rider. All we needed now was a venue, and as it happened the Bristol Show was only a matter of a few months away. So, Les went to work, and before you could say "who's gonna want to see a load of dirt bikes....." we were allocated stand 216 in the Mendip Hall.

But why the Wiltshire Group at the

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Bristol Classic Bike Show? There is a Bristol Group after all. Well actually, many years ago the show outgrew its original venue somewhere in the centre of Bristol, so a new venue was sourced, in the form of the Royal Bath and West Showground, on the outskirts of Shepton Mallet.

On the stand we tried to display a wide range of trail and enduro machines that seem to be the more popular choice among today's trail riders. The bikes (and their owners were):

Yamaha XT225 Serow	Gary Walters
Suzuki DR350S	Nigel Coleman
Husqvarna TE610E	Reuben Alcock
Honda XR400	Simon King
Honda XR650	Vic Price
Yamaha XT600 Tenere	Alan Yandell
Kawasaki KDX200	Pete Anstey
KTM 200 EGS	Phil Akerman

And pride of place was Keith Johnston's Cotton framed Triumph 500 twin.

On the back wall were two Ordnance Survey maps with the BOATs highlighted (in the usual way) for the area surrounding the town of Salisbury and the Plain. A picture board was also on display, depicting various members of the Wiltshire Group out enjoying a days trail ride. Thanks must go to Steve Zygmund for producing a magnificent Group banner that was strung up above the maps and picture board. Thanks to John Pritchard for rushing down a huge pile of National membership application forms (of which all bar one was taken!). Caring leaflets were available, and Les had had the brainwave to produce a load of photocopies of the back cover of Trail, so that should anyone wish to know who their local contact was (and where their local Group meets), they knew where to look.

So, was there much interest? I should say so, at times we were swamped by people keen to find out more about all aspects of trail riding. Questions ranged from:

"So what's happening now that this new Act is out?"

"I've been green laning on my Francis Barnett for 30 years and am concerned about all these lanes being taken away. Is there anything I can do?"

"What's happening with these RuPPs, and can I continue riding my BSA Bantam down them?"

To the more usual, such as:

"What sort of bike would you recommend I buy?"

"I don't know what sort of tyres to buy for green laning. Can you help?"

Expert local knowledge was on hand to answer most of the questions, and

it was explained that their local TRF Group would be more than happy to assist, where it could.

Obviously the majority of visitors were from the South West, places such as Somerset, Devon and Gloucester. But others had travelled considerable distances, from such places as Cornwall and Pembrokeshire. We had a visit from Bryan Marsh from the Hertfordshire TRF, who is shortly to go on a motorcycling holiday in India, who has offered to come along to a Wiltshire Group meeting and share with us his experiences. Some of the Bristol Group graced us with their presence, which is quite incredible because it is very rare that they venture out beyond the boundaries of the City (fifteen all, Mr. Hopes!). I met one gentleman who had been to a couple of Axe Vale meetings, but found it all a bit too "political". He was looking for a more "active" group to join and ride with, so I gave him details of the Bristol Group. ( Bristol one, Axe Vale nil). His words, not mine.

I chatted to a founder member of the TRF, who is now a keen walker (and member of the Ramblers Association) who told me how he is trying to educate his fellow walkers that actually we are quite a good bunch, and that there is room for everyone in the countryside. Whoever you are, keep up the good work.

Frank Levy from the Beaulieu Estate was impressed with what he saw on our stand and has invited us to do a similar thing at the Beaulieu Motorcycle World 2001 show in June this year. Apparently last year 28,000 people turned up, and he wants us to put on some form of demonstration!

I suspect that part of the reason why we went down so well was because a good percentage of the bikes on display were "dirt bikes" be they competition or trail bikes. More and more Japanese bikes are creeping into the classic scene, and on a stand just across the way from us was a Yamaha XT250 which has done over 100,000 miles. And it only looked marginally less abused than the XR400 and KDX200 that we were exhibiting!

And how much did all this cost? About £20 for the maps and a bit of photocopying, that was it. For each bike on display you are given three tickets (a saving of £7 each time). Definitely a win win situation. There are two other shows organised by the same company, why not think about having a stand yourself?

So, should any group receive any new members as a result of the Bristol Classic Bike Show, then it was due to the hard work put in by the Wiltshire Group over that weekend, thanks to all who contributed.

Before I forget, if anyone has got a British green laner they are thinking of selling, please let me know. Competing in long distance classic trials on a 2000 model Husky 610 isn't quite in keeping with the events (but it is an awful lot of fun!)

*Reuben Alcock*



## RoW NEWS

### LARA ROADSHOWS

The Foot and Mouth Epidemic has put the boot in on just about all our plans hasn't it. The first full LARA Roadshow was due to take place in Cardiff on 1st April. F&M has forced the severe downgrading of this event to a virtual 'dry-run' involving only local LARA affiliate club (including TRF) members but without any outside participants such as Local Authorities, National Park, etc. The next scheduled one is at Derby on 28th April. Future events are pencilled-in for Wiltshire and West Berkshire over the coming months.

Tim Stevens (LARA MRDO) would like to hear from any TRF Group, or other interested party, that would like to have a Roadshow in their area but bear in mind that a suitable venue is an essential first requirement. If you want one and have somewhere and somewhen for it please contact him (e-mail: timlara@aol.com or tel: 01630 657627). John Cadogan is the contact if you wish to attend at Cardiff (tel: 01633 853843) and Richard Marshall if you wish to go to the Derby Roadshow (e-mail: richard.marshall3@ntlworld.com or tel: 01332 873416).

### HEREFORDSHIRE STOPPING UP

A minor success to report here. I have just received the information that the Magistrates have decided not to grant the Order to stop up the lanes in NW Herefordshire that I informed you of in October's Trail. This has been one of the longest-running hearings into a stopping up I've ever heard of - over 7 days in court and 3 days deliberation by the bench. Apparently they did find that the lanes were unnecessary but exercised their discretion in not granting the Order. LARA is now in contact with the Local Authority regarding management of these and the other green lanes in Herefordshire.

*Regards, Charlie Morris, National RoW Officer*

### STREETGATE (DALES) PUBLIC INQUIRY

IN115G (Streetgate to Arncliffe Cote - Map 98 905657 to 947705) Public Inquiry has returned bridleway status - not BOAT.

*Brian Pratt*

Ed.

This fight isn't over yet!

## PICOS DE EUROPA - PART 3

WEDNESDAY 4th October

It proves to be quite a cold start today. Maybe I was right about Casa Cayo after all. A mild dose of spannering follows the usual breakfast of toast and marmite with inflatable plastic dome cheese, eggs and several cups of tea. Dave changes the position of his handlebars and brake pedal a tad in the search for a more comfortable riding perch. Probably due to the fact that Leigh's steed is now only half full of oil, it has stopped blobbing.

At about 10:30, we hit the road to Cervera de Pesarguera some 56 kms away after turning right for Puerto de Piedras Luengas in Ojedo. The bends on this bit of road are brilliant on a bike with tyres that behave on the road. Unfortunately, the Dunlop 756 on the front of the big XR feels decidedly unsafe on the blacktop and I lose count of how many times I run wide when trying to tip her in.

We have decided to do 'Wales' in the reverse direction, so we hack down to Cervera to get enough juice for the trip back up the valley from Vidrieros. After filling up and another 21 kms of monkey-butt inducing road riding to Vidrieros, we feel the need for a break and pull into the cafe by the bridge over the river at the village. The first cups of coffee are served up by a Po faced local woman who then disappears out the back never to be seen again. The second lot are knocked up for us by an equally Po faced member of the local National Park Rangers, who obviously treats this place as his unofficial 'office'.

Suitably refreshed we head off to the start of the glorious trail. The river is lower than it had been last year, so all the crossings are relatively easy. The track is a good challenge though, especially if you are pushing on a bit. There are some tricky little sink holes that appear at the last minute and can catch you out just when you least expect it. As we move further up the trail, the terrain opens out more into a choice of 4x4 ruts and open grassland with odd outcrops of rock. We stop at one of the river crossings and have a 10 minute break, not really noticing that there are a small herd of cows and a rather benign looking black bull only yards away. The bully boy is not as big as the fighting types that get shoved into the bullrings, but he still has big enough horns to give you a rather larger hole in your arse than there is supposed to be!

To my consternation, Leigh decides that he is going to say hello the horned one, which seems to gain its interest. The tail starts swishing a bit, and it keeps looking our way, so on the pretence of making a move so that I can get some footage of the lads coming up the valley, I fire up and clear off. I tell the boys that I am going to stop by a rock that we can all see, and that when I wave my pinkies at them, they can start up and ride on past me into the distance. It seems to take an age before I can see them or hear them approaching. I start having negative vibes about one of them having been gored or trampled, but eventually the sound



of the 650 in the distance heralds their arrival. For a change, they do as they are told and ride past, Dunner coming so close that I think the sod is going to run me down, but he just wants to give me the benefit of the BRP's exhaust note as he grunts past.

Lezzo wants to take a look at the concrete slab on the track that leads to the landlocked suspended lake that we did with Pete Ansty 4 years ago, so after struggling up the boulder infested climb we divert left to investigate. This is the track where we met the incredibly smelly shepherd the first year. Luckily Senor Smelly is not in evidence this time. The rock slab is just as nasty as it was the first year, so after trying to fill in some pretty serious holes on the approach to it, Les set his sights and aims ! All to no avail. Just as he is lining up for the most critical part of the ascent, the back wheel kicks sideways on a rock and throws the front wheel completely off line. A neat pirouette sees him facing back the way he has come and he has to let go as the 280 threatens to accelerate down the hill with him taking 10 foot long steps alongside. Picking the bike up, he straightens the levers, and heads off to have another go.

This time he very nearly cleans it, but it just gets away from him at the very last, and launches itself sideways on the top of the slab. At least it is over the top. We think Les might go on up to the lake but it's a fair trot with no company, and all the rest of us have whimpered-out.

There is nothing for it but for the poor old sod to come back down again. Luckily with a lot less drama this time. Having satisfied his curiosity about the slab, we set off for the cattle shed and then aim the bikes at the Ledantes downhill. Lovely descent (or ascent for that matter). Coming out into Ledantes, we try to find the track that leads back up to the Mirador del Chorzo, without much luck initially.

After messing around for about ten minutes, Les reckons he has found it and off we go. It isn't the track we all think it is but it is brilliant. Steep, twisty and rolling like a slalom course, with some lovely little muddy patches in it just to make it even more interesting. Just after the very start of the track, we meet a rather fat 4x4 coming down the rather thin track. Stopping and hoicking the bikes into the very outer edge of the trail, we beckon the driver past. As he gets level with me, he starts nodding his head and laughing. I turn round expecting to see Leigh, Les and Mike behind, but Les is missing. Looking closer, I can just see a pair of Bridgestones poking out of the foliage. Sure enough, Les has toppled over the edge and is snuffling around under the upturned XR like a pig hunting truffles! Eventually, his helmet appears and a rather sheepish Packerman emerges covered in ferns and brambles. By this time the guy in the 4x4 is hysterical and it has a knock-on effect on the rest of us.

After we calm down a bit, we set off for the Mirador again and ultimately Llanaves de la Reina where we hope to get some petrol. Coming out onto the blacktop near the Mirador, Dave and myself let the big XR's have their heads on the long run down towards Llanaves. As we roar past the Puerto de San Glorio we

pass what looks suspiciously like a load of Brits on road bikes, but we are in a rush to get some juice and don't stop. Arriving at the petrol station, there is no one about, but a sign says to ask for help in the hotel. I amble across and ask if they have any unleaded fuel but they claim that they haven't. Very suspicious, as there is no sign to that effect on the pumps. I think the swines are saving it for the locals. Nothing for it but to climb back up the way we have come - Dave and me using very light right hands.

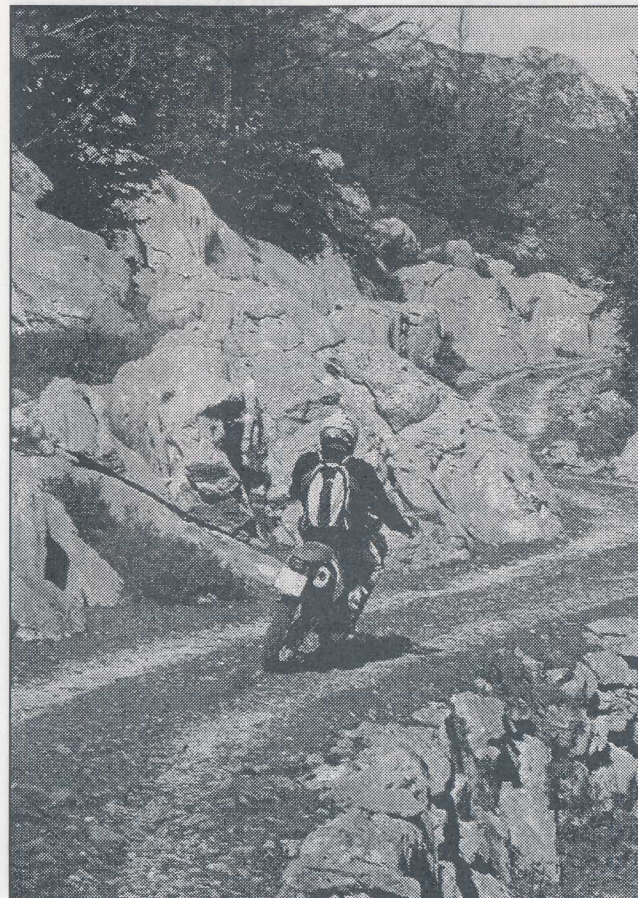
We arrive at the turn off for the Bear path and can't contain ourselves any longer, so we rail along until we get to the monument. Stopping to take in the view, a 4x4 pulls up and the guy jumps out and runs across and shakes all our hands. It's none other than Francisco from La Cabana, the place we stayed in for the first 2 years. Bit embarrassing really, so I feign total ignorance of Spanish, hoping he will hurry up and get bored. With a mixture of sign language and hand signs, he tells us that he is trying to see the deer mating as it is the rutting season. We make

our excuses and after toggging up again, we ride on downhill towards Camaleno and petrol safety, passing Francisco and his missus in the 4x4 on the way.

We have covered 158 kms today - a lot of it road work - and feel absolutely knackered. Road riding certainly increases the monkey-butt syndrome! Once again, Woody persuades us all to trough in Casa Cayo, and lo, the food is once again good. (Wonders will never cease!) The local mad man does not put in an appearance, so the meal passes off rather peacefully and we return to base at a reasonable hour and hit the sack.

*Vic Price*

MORE NEXT MONTH





After the biggest set back for the TRF ever with 2000 green lanes lost (one third), it's clear that joining forces with the 4 wheel drive lot was a disaster. Preventing the TRF from putting forward it's own case. I say stand on your own feet. Pull out of LARA. Where has it got you? I said so in '88. Now there is proof, but its a bit late in the day!

## SUMMARY OF COUNTRYSIDE & RIGHTS OF WAY ACT 2000

### PART ONE: ACCESS OR RIGHT TO ROAM

The Act gives the public a new right of access to mountain, moor, heath, down and registered common land. It does not include woodland, the foreshore and riverside, though the Ramblers' Association is campaigning for the Act, to be extended to cover this land also.

#### Restrictions are:

- No cycling, horse riding or vehicular use
- Landowners allowed to close land for up to 28 days per year, for shooting, etc.
- All dogs must be on a lead from March to July and near livestock.

The Countryside Agency is producing maps of access and will consult with all landowners as a first step.

A lengthy appeals procedure allowing landowners to object to inclusion will, says the Agency, be 'a big job' and will take about 5 years. Local Authorities, English Nature, MAFF, RA, NFU, CLA, will all be involved in an Access Forum. A warden scheme to enforce laws will be set up by the County Council. There is real fear that it will descend into years and years of legal arguments.

Land over 600m (1700 ft) and common land is expected to be made available within 12 months, on a 'fast track' system.

New signs, stiles, gates, etc. will be needed. Who is going to do and pay for all this? The Act does not say!

### PART TWO: RIGHTS OF WAY

#### Main Points:

- All unrecorded rights of way will be extinguished on 1st January 2026. It will not be possible to claim new public rights of way, no matter how long and how good the evidence. The Definitive Map will be capped. The only changes allowed will be diversion, extinguishment orders and creation orders.
- VEHICLES IN COUNTRYSIDE (major changes here). All remaining RuPPs will all be designated a new category of RESTRICTED BYWAY, having rights for non-motorised users only (i.e. same as a bridleway). Vehicles using Restricted Byways will be a criminal offence.

All ancient ways wrongly shown as public footpath and bridleway that should be Byway or UCR, i.e. having vehicular rights, will be conclusive, and it

will be a criminal offence to use by a vehicle, no matter how good the evidence. Previously users were allowed to prove, if challenged, to a Magistrates Court.

(Most common law rights of vehicle users are therefore taken away).

The proviso in Section 56, WCA 81 that the status of FP, BR, RuPP, is without prejudice to any other rights, will be repealed (for vehicles only. Equestrian rights will be unaffected.)

The Road Traffic Act 1988, Section 34, will be amended.

The only way to regain lanes like Great Wold, Foxup Moor, Dere Street and Clennel Street, will be to make a Byway claim. Only Byways and UCRs will be lawful from now on for vehicular use, thus reducing at a stroke some 2000 miles of other vehicular rights of way nationally. The offence of driving a vehicle on a FP/BR, etc. will be extended to all vehicles, i.e. not registered. This is designed to curb the irresponsible use of unregistered off road motorcycles, that are currently not regarded as motor vehicles for the purposes of the Road Traffic Act 1988, Section 34. A sort of loophole has been closed.

3. Landowners will have a new right to apply to a council for orders diverting or extinguishing FP/BRs and a right of appeal against refusal.

This has major implications on County Council work load and costs.

4. New power enabling diversion or closure of RoW in designated areas and for school security. Also applies to SSSIs. New powers to allow landowners to make temporary diversions.

5. Individuals will be able to serve notice on the Council, plus an appeal to a

magistrates court, in order to remove obstructions. Magistrates will be able to use a new power to order a person convicted of obstruction to remove the obstruction (previously only able to convict and fine). (Section 137, Highways Act 1980). Fines of up to £5000 for failure to comply. This does not apply to ploughing out problems. Though anyone can now prosecute for ploughing out offences.

6. Councils are required to consider the needs of the disabled when authorising stiles and gates. New powers to pay for the adaptation or replacement of existing stiles and gates to make these more convenient for the disabled. Councils will have to produce 'Rights of Way improvement plans' and 'management plans', and assess local needs.

Brian Thompson (Hon. Life Member, TRF National RoW Officer 1975-89)

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# LETTERS



## A TALE FROM THE LOCAL LEADER

I was in the local bike shop for a social chat and a chap had just returned to collect his bike from MOT. Whilst waiting he had been across to another dealer who has a sales outlet nearby. As he was chuckling to himself we asked what was the cause of amusement and he readily divulged the following tale:

When he went into this shop, the dealer was sat at a desk at the rear of the showroom with a customer who was reading info on the Yamaha R6 (ballistic missile). The dealer was on the phone with the following conversation taking place.

Dealer "Of course he's got a licence. No he's a mature rider. Yes he passed his test when he was 17 on a 250 Honda. Well he drives a car as well, it's been no problem getting his car insured. Yes he has, a year's ban, yes, and a fine. It was £1000. No it was not drink driving. Actually he was caught on camera going through the Rotherhithe tunnel at 163mph. Oh, OK then".

The telephone conversation finished very abruptly!!!

*Chris Hurworth, Loddon Vale*

## TO ALL GREEN ROAD RIDERS AND DRIVERS

With reference to the July 1999 Consultation paper named "Improving Rights of Way" this should have been titled "Removing Rights of Way".

OK. Tony Blair and his supporters have stolen hundreds of miles of green road riding/driving from us with the impending total ban on the use of RuPPs, etc. But let us not forget that a General Election is coming up and to get back into lucrative employment Tony and his associates are going to need votes.

I understand the TRF has a membership of 3-4000. The ACU must have a membership of over 10000, then there is the AMCA, LARA, BMF, MAG, all the 4 wheel drive clubs, the readers of Trail Bike and Enduro magazine, other off road publications, etc., etc.

Surely we are now talking about over 50000 voters and perhaps over 100000. Now if all these upright citizens signed a petition of protest informing the Government that unless they amend the Countryside Act to give us back the rights as originally intended then this very substantial number of votes would be going elsewhere.

We are all entitled to our individual political opinions but we must all now unite to stop this loss of personal freedom and devastation of our much loved

hobby.

The best way to achieve this is for every club, association of riders/drivers, to publish a suitably worded letter of protest for signature and dispatch.

We do not have time for individual letters, we need a mass protest and we need it now.

Who is going to get the ball rolling?

*Mike Hembrough, Treasurer Kent Group TRF*

*& Director and Treasurer for the Bexley Heath & District Motorcycling Club Ltd.*

P.S. I understand there are a million motorcyclists in this country.

## TRF ALIVE AND WELL

Just shows what can be done - over 200 TRF members in one place at one time and even a deputy chairman for the first time in quite a while!

And what a relief - not having to debate "regionalisation". For the vast majority of TRF Members who were unable to attend the AGM Part 2 everyone should indeed be grateful that their rights have been retained undiluted along with TRF Constitution para. 4.1b.

We all wish the new National Executive the very best of luck in 2001, albeit slipping into crisis with FMD effectively stopping all trail riding and the doom and gloom merchants at work, and hope that the National Executive does not have to waste valuable time in 2001, or beyond, with further constitutional wrangling.

*D. C. Clegg, TRF Axe Vale Group*



The AGM through the lense of Alan Kind's camera



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**FOR SALE OR SWAP + CASH PBH:** RG560 1990 "H" reg. 560cc Rotax engine British made green laner. Chrome-moly perimeter frame. White power suspension. Electric & kick start & full lighting. MCN Test Report, June 6, 1990. A half price CCM - may swap + cash for green laning NOT TRIALS sidecar outfit Japanese engine/elec. start/lightweight. Tel: 01275 373652 (N. Somerset).

**KAWASAKI KLX300** 1999 "V" reg. Light trail use only. Excellent condition. New chain, sprockets, tyres. Renthals, barkbusters. £2650. Part exchange considered. Tel: 01254 823893 or 01254 883208 (Lancs.).

**2 BIKE TRAILER** by Trelgo. Less than 2000 miles of use since new. Cost £450. Offers. Tel: Eddie Barnes 01474 822465.

**XT200 BITS** Kickstart shaft and gear (no kickstart). To convert Serow to kick start operation. £50. Tel: 01827 373923 (Staffs.).

**SUZUKI DR200J** 1990. Immaculate original condition, only 3700 miles, new MOT (& all previous ones). Mega quiet, workshop manual, not used 3 yrs - health forces sale. £795 ono. Tel: 01438 716333 or 07931 598023.

**HONDA CRM250 Mk 2.** "J" reg. Year's MOT H/D inner tubes, rebuilt shox, O-ring chain. New plastics. Very reliable and quick. £1300 ono. CRM250 Mk 2. Full dep chrome exhaust VGC £100. **White Power USD 91** just serviced. Have insert to fit CRM much better than std. £100. Tel: 01494 474807.

**YAMAHA TTR250** Raid "L" reg. T&T. Electric start, good condition, 100% reliable, new 520 chain and sprockets, new pads, race and standard exhaust. £1499 or offers. Tel: 01670 810728 after 6pm (Northumberland).

**GAS-GAS PAMPERA** 1996 Mk 1. Spare bits required. workshop manual, plastics, speedo and drive, rear foot rests and any other interesting bits. Tel: Tony Thompson 01904 339544 (York).

**WANTED** Large tank and high rise screen for

Honda Dominator also any info on trail riding in Northern Spain/Andorra and Morocco would be much appreciated or have you any space on a trip you're planning? Tel: Neil 01269 597280

**YAMAHA SEROW** 1992 "J" reg. T&T Sept. '01. 2000 kms, 1 lady owner. Since imported, Renthals, hand guards. Immaculate. £1695 ono. Tel: 01262 850166.

**KAWASAKI KLR250 "R"** reg. 2900 miles. Very good condition. Good on/off road. £1900. Tel: 01453 836110 (Glos.).

**KAWASAKI KLR250 "H"** reg 1991. Blue & white, low mileage, good condition all round. Will MOT on sale. £1100 ono. Tel: 01827 61944 (Staffs.).

**TRIUMPH BONNEVILLE T140V** Meridan 1976, 750cc, 5 speed, oil in frame. Originally export US spec m/c. Dry stored in Alabama. Repatriated & unreg in UK. US & UK tanks, seats and bars - your choice. Hardly used since complete refurb - approx. £2000 spent - too much to list plus new tyres/tubes. Full TOMCC history & matching engine frames nos but not original instruments. Genuine reason for sale, fractured calcaneum/no electric start. Quick sale, £2750. Buyer collects or will deliver at cost or swap for something younger/interesting/lighter/ long legs + electric start + cash adjustment, eg XLR200R, DR250 Dual Sport or TTR250 - no Sorows pls. Tel: Dave Clegg, 01275 373652 (N. Somerset).

**XR350 HONDA** New chain & sprockets, Rental bars, good condition, T&T, excellent beginners bike. £500. Tel: 01653 696380. (York area).

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