

## GROUPS

### BLACK COUNTRY

Chris Braznell, Tel: 0121 421 3086  
1 & 3 Thurs, 9pm, The Mitre, Church Road, Bradmore,  
Wolverhampton

### BRISTOL

Martin Harding, Tel: 0117 969 6674  
2nd Mon, Warmley Community Centre, Deanery  
Road, (A420), Kingswood

### CAMBRIDGE

Richard Palmer, Tel: 01353 688344  
1st Thur, Golden Ball, Boxworth

### CHESHIRE

Nigel Hockin, Tel: 0161 456 8270  
2 & 4 Mon, The Robin Hood, Buxton Road, High Lane, Hazel  
Grove, Stockport

### CORNWALL

Sally A. Madgwick, Tel: 01208 74411  
Ring Secretary for details

### CUMBRIA

Roger Harris, Tel: 01539 725198  
2nd Tuesday, Derby Arms Hotel, Witherslack, Nr. Kendal

### DERBYSHIRE & SOUTH YORKSHIRE

Kevin Marsh, Tel: 01246 237910  
2 & 4 Tue., Carbrook Hall, 537 Attercliffe Common, Sheffield

### DEVON

Richard Arscott, Tel: 01803 612950  
2nd Tue, The Welcome Stranger, Bickington, Nr. Newton Abbott

### DORSET

Tony Summers, Tel: 01202 894419  
1st Tue, 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 SCOTLAND

Les Mollison, Tel: 01382 738530  
2nd Wed, Glencarse Hotel, A85, Perth to Dundee Rd.

### EAST YORKSHIRE

Howard Wadsworth, Tel: 01405 860904  
1st Tue, Boot & Shoe, Goudall, Nr. Stainth

### ESSEX

Aelwood Finch, Tel: 01245 329118, Mobile: 0374 471251  
2nd Wed, The Swan Public House, Great Eastern, Nr. Dunmow

### GLOUCESTER

Wayne Little, Tel: 01452 611735  
1st Tue, Painswick Institute, Painswick, Glos.  
3rd Tue Worcester Auto Club, Perdiswell Park, Worcester

### HERTFORDSHIRE

Colin Adlam, Tel: 01727 875618  
1st Wed, Coach & Horses, Newgate St, Nr Cuffly

### ISLE OF WIGHT

Mick Holbrook, Tel: 01983 866361  
Last Thur, Liberal Club, Landguard Rd, Shanklin, IOW

### KENT

Jeff Hayward, Tel: 01322 863521  
2nd Tue, Pied Bull, Farningham, Nr Brands Hatch

### LANCASHIRE

Keith Westley, Tel: 01704 893215  
1st Tue, Hindshead Pub on A49, Charnock Richard

### LINCOLNSHIRE

Alan Wilkinson, Tel: 01529 460793  
4th Thur, The Queens Head, Kirkby-la-Thorpe, Sleaford

### LODDON VALE

Bernard Green, Tel: 01344 50289  
2nd Thurs, Inn in the Park, Woodley Centre, E. Reading

### NORTH MIDLANDS

Simon Lowe, Tel: 01298 24388  
1st Tue, Stafford Arms, Bagnall & 3rd Tue, Cheshire Cheese,  
Buxton

### NORTHUMBERLAND

Steve Bertram Tel 0850 863620 11am-6pm Tel & Fax 0191 261 9629  
1st Tue, The Beamish Mary, No Place, Co. Durham

### NORTH WALES

John Mills, Tel: 01477 534425  
1st Wed, Hope & Anchor, Ewloe Place, Buckley

### OXFORDSHIRE

Pat McGuire, Tel: 01844 238414  
3rd Thurs, Duke of Marlborough, 1.5 miles N. of Woodstock

### PEAK DISTRICT GROUP

Phil Sadler, Tel: 01332 344495  
1st Thursday, 8pm, Travellers Rest, Ashbourne Road, Derby

### RIBBLE VALLEY

Tony Broughton, Tel: 01200 423239  
2nd Tue, Pendle Hotel, Chatburn, Clitheroe (off A59)

### SHROPSHIRE

Lynton Powell, Tel: 01743 358423  
2nd & last Wed, White Horse, Shrewsbury

### SOMERSET

Kevin Parfitt, Tel: 01935 72343  
Last Thur, The Canal Inn, Wrantage

### SOUTHERN

Russ McDermid, Tel: 01703 812371  
3rd Wed, The Ship Inn, Owlesbury, Nr. Winchester

### SOUTH LONDON & SURREY

Brian Wright 0181 680 5734 Wed-Sat, 01797 363373 Sun-Tue  
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 Thur, Welsh Institute of Sport, Cardiff, 8pm

### SUFFOLK

Richard May, Tel: 01787 374073  
Last Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

### SWINDON

Pete Owen, Tel: 01793 750557  
1st Wed, Jacobs Ladder, Stratton St. Margaret, Swindon

### SUSSEX

Bevis Billingham, Tel: 01243 585128  
Last Thurs, Ashing on Social Club, Rear of Red Lion, A24,  
9 miles North of Worthing

### TESSIDE & NORTH YORKS

Leo Crone, Tel: 01325 380117  
1st & 3rd Wed, Blacksmiths Arms, Swainby

### THAMES VALLEY

Don Hoaglin, Tel: 01474 704530  
3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex

### WEST ANGLIA

David Knight, Tel: 01933 313816  
1st & 3rd Thurs, Scott Bader Clubhouse, Opp. Parish Church,  
Woolaston, Wellingborough

### WEST MIDLANDS

Richard Hawker, Tel: 01527 893874  
1st & 3rd Thurs, Wilmcote Mens Club, Stratford on Avon

### WEST SOMERSET

David Dyer, Tel: 01643 841139  
2nd Wed, Anchor Inn, Exbridge

### WEST YORKSHIRE

Gordon Carr, Tel: 01535 644568  
1st & 3rd Thur, Bankfoot Cricket Club, Wickets Close, (off  
Cleckheaton Rd), Odsal, Bradford

### WILTSHIRE

Bill Riley, Tel/Fax: 01225 863811  
1st Tue, The Toll Gate, Holt, Trowbridge

### WYVERN

Steve Pighills, Tel: 01902 672479  
Every Thur, 10pm, Potter's Rose & Crown, Colley Lane, Halesowen



Patron: Lord Strathcarron

# TRAIL

MARCH, 1997

No. 223

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

EDITOR: Michael "Nettlebed" Pedley.



Richard Tallon 'Rudloe' by Maurice Hamblin

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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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- KEEPER OF STATIONERY** ..... Aelwood Finch, 8 Hallowell Down, South Woodham, Ferrers, Chelmsford, Essex, CM3 5FS. Tel: 01245 329118, Mobile: 0374 471251.
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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.*

## EDITOR

To be a trail rider you must first become a motorcyclist; a process which can involve jumping through several hoops, especially for those of you who aspired to motorcycle sport at any level.

You will no doubt have fond memories of our governing body, the Autocycle Union. Even the name used to make me cringe - an Autocycle is one of those things with pedals and a 25cc engine, right? - it seemed lost in a time-warp, totally out of touch with the latest bit of technology I happened to be fiddling with at the time. And when the time came to ride your creation the good old ACU was there to make damn sure you didn't!

Gone were the days when you just turned up at a meeting. The ACU introduced competition licences, then medical certificates, then your helmet had to have the correct stamp and woe betide you if your borrowed leathers didn't quite meet your boots when you assumed the racing crouch! That well-meaning ACU scrutineer, who was at least your grandad's age, would come down on you like the proverbial ton of bricks!

It was the same if you'd ever tried to organise an event. If someone had already got a scramble (yes, that's what they were called!) within a 200 mile radius then you couldn't hold your trial. Permits had to be obtained seemingly years in advance and we cursed the ACU and its bureaucracy at every turn!

Although time mellows the memory, I can never remember regarding the ACU as a friend. The bloke at its helm (remember Vernon Cooper?) always looked about as far from a grass roots motorcyclist as it was possible to be and always seemed to be at loggerheads with the competitors and organisers of our sport.

When I read therefore that Geoff Wilson had been appointed Chief Executive of the ACU I just knew it couldn't be 'our' Geoff - you know the only guy who turns up to our AGMs on a motorbike, the one who dared to challenge the mighty BMF ..... But it was!

We, as a non-competitive organisation, have little to do with the ACU but the ACU have a lot to do with motorcycling and legislation which can affect us all. Geoff is one of the few true great motorcyclists of our age and he has given up a good job, in these uncertain times, for the sheer love of motorcycling.

Gentlemen, motorcycling in all its forms, which includes trail riding, could not be in better hands. Let us wish Geoff all the best with his exciting new challenge and assure him of our support for the future with the same enthusiasm that he has shown for the TRF in the past.

**NETTLEBED**

## SPAIN

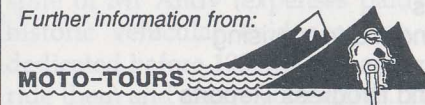
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*Active member of Herts. TRF*

## National Executive Meetings

It would appear that despite extensive, time consuming and costly efforts, some persons who should have received National Executive Meeting Agendas and Minutes were omitted from the Hon Sec's recent mail shot. My apologies - also to those who received more than one envelope - the data base/label printout generously listed you as holding more than one TRF post.

There also appears to be some dissatisfaction with content of the Agendas and therefore, the subsequent Meetings. However, if only one in 500 TRF'ers requests specific Agenda items I can only submit general topics, and, if you then can't be bothered to attend - QED! Personally, having become somewhat disappointed with the luncheon arrangements, a *vital* aspect of any TRF activity, I'd very much like to see a larger attendance (even if only for lunch?) so we could justify moving the meetings elsewhere - possibly somewhere with cheaper real ale? I've even had, and most justifiably, complaints about that too! But, I note, with pleasure, that all is not lost, the majority of Regional Meetings (see TRAIL 222 p14) are actually held in P.H.s - keep up the good work, have a "whip", and send your Regional Rep along to the next National Executive.

This year, we have only three National Executive Meetings scheduled (see TRAIL 221 p16) so please submit any Agenda item by post, fax or ABB e.mail:

N.B. this is @ "WORK" (the curse of the trail riding classes) so no "graphics", THANK YOU. Please don't attempt phoning - my answering machine allows only 30 seconds to (digitally) record your incoming message. Also, if you make your submission by good old "snail mail" *and enclose an S.A.E.* I will be pleased to send you a copy of the draft minutes of the preceding National Executive Meeting or, for that matter, any other National Executive Meeting I might hold in digital form. Do not delay as I wish to include a full and unabridged Agenda in TRAIL 224.

*D. C. Clegg, TRF Hon Sec*

P.S. TRF'ers stop for horses - and lunch

### DRAFT AGENDA - TRAIL RIDERS FELLOWSHIP National Executive Meeting

10.30a.m., May 17th, 1997

The Barn, Hockley Heath, Solihull (A3400, M42/J4, M40/J16)

1. Apologies
2. Minutes of last meeting and matters arising
3. Officers Reports
4. Co-opted Officers Reports and Progress Reports
5. Groups
6. TRF Funds
7. RoW
8. TRF Publications
9. TRF Membership Drive
10. A.O.B.

## RoW OFFICERS REPORT

Two months ago I wrote about hedgerow protection and the story of destruction of this important part of our landscape. In the more remote and higher parts of the country the dry stone wall replaces the hedgerow. They too are important as enclosures for fields; and old roads as well. Lets add them to our list of landscape features worth protecting.

### Hereford & Worcestershire

In the "here we go again" dept, Hereford & Worcester have taken it upon themselves to press for removal of vehicular rights on their 130 or so unsurfaced UCRs. They say that they are unnecessary and unused except for walkers, horses, cycles...! Maybe they have forgotten that they claim money from the DoT for maintenance? Maybe I have misunderstood their motives and they just want to preserve our heritage of old roads (sic). Write to:

Mr. J. Romanis, Assistant Director - Highways Management, Hereford & Worcester County Council, County Hall, Spetchley Road, Worcester, WR5 2NP.

### Buckinghamshire

As TRAIL went to press the word went around that Bucks has aborted its extinguishment of several of its UCRs. This is not only a victory for us, but for conservation. Rumour has it that they have adopted a progressive green lane policy. I am still awaiting official confirmation. A word of warning to riders in Bucks and elsewhere now is to use them or loose them. I am aiming this criticism at all those groups who habitually ride in other areas without researching what is on their own doorstep.

### Shropshire

I would like to know exactly what historic and user evidence there is on Church Lane, Munslow. If we believe it is sufficient to sustain vehicular rights we will support any trail rider threatened with legal action for riding a definitive bridleway which has higher rights [Wildlife and Countryside Act 1981 s56(1)(b)].

A footpath at Leek has been reclassified as a BOAT following a second PI. In spite of Mr Andy (expenses paid) Dunlop's intervention the inspector felt that historic vehicular evidence was such that public byway had already been dedicated before 1930. If you are sure of your rights on incorrectly defined lanes, ride them and assert your rights. That is what the fighting fund is for.

### Suffolk

Having successfully TROed a BOAT at Otley, Suffolk C.C are again threatening a TRO on Parsonage Lane, Little Whelnetham if/when it is reclassified as a BOAT. The usual reactionary reasons from local parishioners and Parish

Council have been accepted by the C.C. The real problem is water being pumped from fields into the lane. Horses (kerb weight 1000lbs upwards) and tractors (10,000lbs) are of course not a problem (sic again). Write to:

Mr Stevens, County Secretary and Solicitor, Suffolk County Council,  
St Helen Court, County Hall, Ipswich, Suffolk, IP4 2JS.

### Planning Inspectorate

We have again been invited to the Planning Inspectorate in Bristol for a liaison meeting. Quality of decision making is again on the agenda. Rumour has it that the PI want to show us their new decision making tool. They are six sided cuboids with **bridleway** written on four sides, **footpath** on one and **BOAT** on the sixth, to be used in village halls throughout the country.

### Vehicles on Byways

We are still awaiting the Ministers response to the above consultation. However the DoE has now completed a 58 page document **Making the Best of Byways: A Practical Guide on Managing the use of Vehicles on Public Rights of Way**. It gives advice to highway authorities on how to manage OUR byways. We gather that the work ENTEC (UK) Ltd has done in compiling the report will not be wasted.

Finally, next month I will be listing the titles of a new set of TRF guidance notes for rights of way workers. They will cover subjects such as TRO's, reclassifications, Ombudsman etc. Any information/tips will be gratefully received from our wealth of experience.

*Steve Neville, RoW Officer*

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## How Do OTHERS SEE US? Article taken from Craven Herald

### Local Enjoyment

SIR - With reference to the letter headed "Wildlife worries as motorbikes tear up the dales" (Craven Herald February 14).

Being a Dales bred person, I had the good fortune to be walking the fells in Wharfedale, as I have for the past 45 years, only to be passed by so-called scramble bikes (more likely to be enduro bikes or trials bikes).

On their passing I noticed that these people were mainly the sons of farmers and village young people, who were enjoying themselves on their own moors and fells.

Isn't it about time that walkers realised that they are not the only people on this earth and that most of the erosion and damage to nature is done by the tramping of our boots?

By the way, complaints are usually made by visitors or people who have recently bought property and are what we term offcumdens.

*Mrs. S. M. Whitham, South View Cottages, Draughton*

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# NEWS

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## FEM ANNOUNCES THE EUROPEAN FESTIVAL OF MOTORCYCLING

Based on the success of last years Euro Demo the Federation of European Motorcyclists in cooperation with the Motorcycle Action Group of Belgium are to organise an annual Festival of European Motorcycling.

To be held in Belgium over the weekend of the 29th to the 31st of August 1997, the Festival will present many of the aspects of motorcycling as a leisure activity and promote powered two-wheelers as part of the answer to the problems of urban traffic congestion and environmental pollution by motor vehicles.

### BMF:

#### NOTE TO CLUBS

*In recognition of the BMF's network of member clubs, MCN are again asking us to help in inviting clubs to take part in this mass Easter Egg Run. If you're looking for a truly social run to follow your visit to the BMF Show the weekend before, this could be it!*

"MCN is at it again! Following the success of our Christmas Toy Run, we are organising an Easter Egg Run and would like BMF groups to help out.

What we want to do is get as many clubs as possible to hold their run on Sunday, May 25th, setting off for local hospitals, etc. at 11.30a.m.

We'll provide press releases for groups to give to their local papers, radio and TV, so it should get biking some excellent publicity.

We'll also cover the event in MCN and run a list of runs so other bikers can get involved too. Clubs can contact me (Simon Brown, MCN) direct on 01536 386707."

*Ed. Don't forget anything the BMF can do the TRF can do better*

## DRIVING STANDARDS AGENCY UNDER FIRE

The Driving Standards Agency's supervision of the Combined Basic Training (CBT) course for motorcyclists is being drawn into question by the British Motorcyclists Federation.

Amongst many areas of contention, the BMF's main concern is the DSA's response to the consultation paper, Improving Safety For Learner Motorcyclists. Although the BMF agrees that CBT has had a beneficial effect on road safety and is a vast improvement over the preceding scheme, it remains doubtful of the DSA's wishes to make numerous changes to a format which has proved successful for the past six years.

The claim that, 'learners are being left with weaknesses that are significant in road safety terms' is neither detailed or justified by the DSA say the BMF, because it does not indicate what the alleged 'weaknesses' are.

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# NEWS

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# BMF LIAISON REPORT

## RESTRUCTURING THE BMF!

Firstly, five lines re-produced by permission of Rider the BMF magazine:-

Quote, 'Instrumental in the proposals would be a new constitution restructuring the BMF's voting rights to give the BMF's 13,000 individual members a personal vote whilst setting up a structure to capture the views of the 335 clubs whose delegates represent the bulk of the BMF's 100,000 plus membership". Unquote.

These issues were progressed when the BMF's Structure Progress Group (SPG) held a meeting of delegates of National & One Make

Clubs (NOMC) in Higham Ferrers, Northants on Saturday 11th January 1997.

From the outset the club delegates reiterated that the classes of membership within the BMF ie. club and/or individual is a strength and not a weakness! The NOMC's aims and aspirations are simply parity and adequacy of representation for these two hopefully co-existent strands of the BMF.

Agreement in principle was reached on most items except in the area of Management team interface which the SPG envisage as a one person role and which the NOMC believe calls for two acting jointly because of the scale of the task and in order to cater for adequate representation.

Further dialogue may transpire before the NOMC's ANNUAL FORUM in JULY when further discussion of the restructuring proposals are sure to be a priority agenda item but meanwhile it does appear that CONSTITUTIONAL AGREEMENT IS ALMOST WITHIN GRASP.

*Derrick Collins TRF/BMF  
Liaison Officer*

## BMF YELLOW MEMBERSHIP CARDS

If you do not have one please send me an S.A.E. and I will forward one on.

*Graham Stratford*

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## GROUP NEWS

### SUFFOLK GROUP

Well we are still out-numbered by ex-members at the meetings, we lost 5 - 3, after I came on in the second half. According to the records, that leaves exactly 2 other Suffolk members still out there. I wonder if there might be a return to the fold though, eventually. The ex-cons don't really want it to die even though they feel they've done their time. We welcomed yet another new boy - there are some who call him Tim... everybody actually. Hopefully he'll stay around longer than most. The policeman getting younger adage certainly applies, he's still at school.

He at least made it as far as the weekend & brought his 1 day old TT250R along, to join me & the Canning outlaws on a run to the eastern bloc. This area between Woodbridge & the coast, apart from being directionally correct also looks like it. Flat empty forests containing huge deserted airfields, surrounded by high barbed wire fences. You expect Michael Caine to appear from behind the next tree. He didn't and neither did anyone else & we had good fun playing in the sand - on the roads naturally. We had a good lunch in a doubtful looking but welcoming pub with a log fire - unnecessary that day, but to be encouraged - in the village of Hollesley. As usual I can't remember the name, but according to my guide, it might have been The Fox.

On the way home I stopped off at one of our TRO'd lanes where there is the ridiculous sight of the usual no cars or motorcycles lollipop, with another underneath containing a beautifully painted horse & wagon! Only half the lane is TRO'd, so I rode the other half where the only sign of damage is from, surprise, surprise, horses hooves.

Whilst on the TRO subject thanks to Mark Snoddy for taking the trouble to call me with some helpful advice on how we can tackle Suffolk CC's blanket policy, by starting our own, serving section 56 notices. Unfortunately Mark has lost all his records of his cases, so if anyone has any examples of this kind of action e.g. letters, legal wording, procedures to follow, who to address, then please contact me.

The next meeting could be the last at The Manger as there seems to be a consensus to move to a more central Suffolk location. Somewhere west of Ipswich, close to the A14 would be favourite - any ideas?

Two important events in April: Another reminder for the AGM on 30th April at my house. Just prior to that on the weekend of 25th/26th we are off to Derbyshire to get vertically challenged for a change. Ring me if you want to join us for either occasion. Peter's been left on his own holding the fort for the horse event! - he may need help!

*Richard May*

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The TRF Forward Plan has the following targets:

• **Develop External Liaison**

Target 1 - Groups initiate local user liaison (RA, BHS, AWDC, etc.)  
Target 2 & 3 - Representation on RoW Liaison Groups.

• **Improve Publicity**

Target 3 - Groups/Regions to exhibit at one or more local events or shows.

By way of a survey I would be pleased if all groups/regions at their next

EXTERNAL  
LIAISON -  
HOW CAN  
I HELP  
YOU?

meeting could discuss what they have achieved or could achieve. Then write me a note.

Some groups will be doing well, while others may be struggling to gain recognition or representation. Where there are problems, my self or your region may be able to help.

I look forward to hearing from you.

Mark Holland,  
Hon. Nat. Public  
Relations Officer

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**I N S A N E ?**

**MOTORCYCLE TRAIL RIDING ON ROADS MAINLY USED AS PUBLIC PATHS (RUPPS) IS A CRIMINAL OFFENCE AND TRF MEMBERS HAVE BEEN GUILTY SINCE THE FELLOWSHIP WAS FORMED IN 1970**

This is the claim of one Mrs. Marlene Masters at Public Inquiry after Public Inquiry. Mrs. Masters, who lives in the Parish of Maperton (pronounced Mayperton) near Wincantons on the committee of GLEAM, an organisation committed to the obliteration of public vehicular rights and, it appears coincidentally, the removal of pedal cycling and bridleway rights on RUPPs.

According to Mrs. Masters RUPPs, especially if categorised on the Definitive Map and Statement as either CRFs or CRBs (Public Carriage or Cart Roads used mainly as footpaths/bridlepaths) are merely footpaths running along private farm occupation roads.

A recent S54 Wildlife & Countryside Act 1981 (WCA81) RUPP reclassification order in the Parish of Norton Malreward in unitary Bath and North East Somerset has just finished, February 28th 1997. It lasted SIX days and was the second Public Local Inquiry to determine Byway status (BOAT).

The determined Mrs. M. produced 39 pages of statements the first time she gave "evidence" and later presented a further "addendum with appendices" of similar bulk. That's not to mention a huge wad of documents supporting her case for the objectors to byway reclassification of one unremarkable RUPP, a green road between the hamlet of Belluton and Norton Malreward a few miles south of Bristol.

I've ridden the route many times. So have others, not all TRF members by any means.

There are 600 miles of RUPPs in the County of Somerset (not to be confused with the two recently formed unitary authorities of North Somerset and Bath and North East Somerset. Somerset County is under a duty to reclassify all their RUPPs as either Byways Open to All Traffic (BOATs) or bridleways. May I alert you to the threat posed by the industrious Mrs. M. TRF members, especially those who rode these RUPPs in the 1980s, must attend these inquiries to give evidence of user to the Inspector, even if it means taking a day off work.

"The TRF Needs You", paraphrasing Lord Kitchener. Where are the Brian Walters, The Crocker Brothers, Richard Tallon, David Giles, John Bather, Oliver Cooke, Ron Carter, just to name a few who immediately spring to mind.

TRF riders should be incensed that their rights are being challenged in such a formidable way. In fact, the very provenance of the Definitive Map is being brought into question and even the legal authority of County Councils and Unitary Authorities to make Reclassification Orders under s54 of the WCA81.

So, wakey-wakey if you enjoy riding legal carriageways on legal motorcycles. You don't want to be a criminal do you?

P.S. Mrs. Marlene Masters has a RUPP running through her land at Clapton Farm. "Quelle coincidence".

Gwyn Thomas, Somerset

## ORGANISING AND PARTICIPATING IN A TRAIL RIDE

This is only a 'rough guide' to organising and participating in a trail ride. It is aimed mainly at prospective Leaders and newer members. The TRF 'Code of Conduct' is the only compulsory aspect.

### Leader - Before the Trail Ride

- 1) Ensure that you know the legal status and physical condition of all lanes.
- 2) Take time beforehand to 'learn' the linking tarmac roads, so that the trail ride goes smoothly on the day.
- 3) Plan the day - meeting place, parking, petrol stops (open on the day?), lunch stop, etc.
- 4) Control numbers, preferably by insisting people telephone beforehand. Give details - meeting place (including map ref.) and time, planned finish time, map(s), etc. Ask newer members about their experience and motorcycle. (Newer riders inexperienced in riding on un-tarred roads may be better to arrange a short trail ride with one or two members).
- 5) Take the necessary 'paperwork' - maps (even if you know the area!), User Evidence forms, 'Caring for Green Lanes' leaflets, TRF 'challenge' cards, and a pen.

### All - Before the Trail Ride

- 6) Take tools and spares, compass, first-aid kit and whistle, money (for telephone, petrol and food); don't rely on others.
- 7) Take a mobile phone if you have one - but they don't work everywhere!
- 8) Take a map of the area you will be riding - also useful to find your way home.
- 9) Top up with fuel before you start.
- 10) Fill in the User Evidence form and hand in your ride 'donation' for group funds (if applicable) - don't wait to be asked!

### Leader - At the Meeting Place

- 11) If the weather has turned wet - consider sustainability - omit lanes or ride downhill.
- 12) Ask about fuel, and say when fuel stops may be. Ask again during the trail ride.
- 13) Ask if anyone needs to leave before the end.
- 14) Nominate a person (knowledgeable and/or 'smooth-talking') to deal with any confrontations, and another as a witness.
- 15) Nominate a 'Backmarker' (never a newer member) - this can be later changed if the Leader is informed.

- 16) Count the people and tell the whole group. The Leader and Backmarker are concerned with checking during the trail ride, but everyone should look out for missing persons.
- 17) Explain the 'handover' system to everyone (see 23).

### Leader - During the Trail Ride

- 18) Keep to the pace of the slowest rider, and stop to rest and look around. Everyone is out to enjoy the lanes and the countryside.
- 19) Pull into some petrol stations - some motorcycles only have small petrol tanks.
- 20) Make time to talk to some people who you meet on the lanes.
- 21) It may be easiest to complete names on the User Evidence form at the lunch stop.

### All - During the Trail Ride

- 22) Follow the TRF 'Code of Conduct'.
- 23) The following is the 'handover' system to avoid becoming lost. When you arrive at a change in the route (such as a side turning, T-junction, fork, roundabout, etc.) wait or ride slowly in sight. When the person behind has seen you then you continue. (Note - the 'handover' system is not usually used for minor side turnings not taken - carry straight on until a change is shown by the person in front. However, if there are numerous side turnings not taken then the Leader should gather the group as a reassurance). If you lose sight of people in front at a change in the route - wait. Do not guess where the group may have gone. The person in front of you, when they have waited at the next change in the route and you have not arrived, must come back to show you the route. Then you wait for the next person behind.
- 24) Second person to stay at gates (whether open or closed) to ensure gate is left as it was. Courteous to open gate for Leader. Rejoin in front of Backmarker.
- 25) No overtaking of the Leader - stop when the Leader stops. It may be to allow other traffic to pass, or to re-gather the group.
- 26) Do not ride too closely. The Leader in particular needs more room, as he/she may encounter unexpected obstacles, and is more likely to stop or turn. Good spacing also allows people to ride at their own pace, minimising noise and any marking of the surface.
- 27) If the Leader or the person in front of you raises his/her hand - stop where safe and stop engines if necessary. This may be used when meeting animals, horse-riders, pedestrians, etc.
- 28) Avoid bunching or halting with engines running in villages or near houses.
- 29) Everything practical will be done to repair or recover broken motorcycles. The rider will be recovered even if it means breaking up or abandoning the trail ride.
- 30) The Leader(s) takes every care to warn of known hazards, but cannot take

- responsibility for accidents. (Leaders are un-paid volunteers).  
31) *Enjoy yourself.*

### Leader - After the Trail Ride

- 32) Ensure that everyone has completed the User Evidence form(s). Fill in the actual lane details and pass on later to the Map Controller(s).  
33) Ensure everyone can get home - that they are not lost or stranded.  
34) Consider writing an article for your group newsletter or for TRAIL. Alternatively, persuade someone else to write one.

*Compiled by Wayne Little & Mark Holland, (Gloucester Group)*

## ARE HAMPSHIRE HORSES TOO HEAVY?

The County are seeking traffic management on Millhouse Lane in Long Parish at SU440447. It is proposed to ban all vehicles - including horsedrawn.

Apparently the Order is to be made due to a weak bridge but, as I put it to the County, if the way is not capable of sustained motorcycle use at about 200kg how can it stand up to equestrian use at up to a tonne? If you have a view on this matter why not let the County know? Chief Exec's Dept., The Castle, Winchester, SO23 8UJ.

*Taken from Hampshire Lanes, Feb 1997*

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## BIGGER IS BETTER

Dave Clegg's search for a 17" rear tyre to fit his XR200RN (Trail 222) can be sorted "quite easily".

I also have the same model but, have changed the rim size. Sammy Miller Motor Cycles supplied an 18" Akront rim for about £40 and a set of spokes 1/2" longer (different lengths either side) were sourced for about £20. Having built pedal cycles wheels before, motor cycle wheels were easy. Before dismantling the original wheel, rim offset was measured and the lacing pattern around the valve noted (the widest gap between the spokes should be at the valve to allow easy connection of a pump).

The standard gearing 14/47 with the larger rolling radius proved more suitable giving better road speeds/less stress, and has proved ideal for trail riding in Dorset, Devon, Cornwall, Hampshire, Peak District, Somerset, Wales etc.

Clearance has never been a problem with either Trials tyres or 100/100 18 knobbies (not that I like riding with knobbies) running freely in the swinging arm without clogging.

I have now "upgraded" to a disc brake rear assembly for ease of maintenance and improved braking (especially after fording rivers) using CR125 parts. If another XR200RN rider would like to convert their machine to an 18" wheel with drum brake, mine is for sale at £75 with sprocket.

*Tony Summers, Tel: 01202 894419, Dorset*

## LOCAL RUN REPORT

Trying out a new helmet was a good enough excuse to get out for a bit of local trail riding last Sunday. A highly civilised and sensible start time of 11:30 was arranged and we started off unusually promptly, following a route from Maidenhall via Edge towards the Slad and Bisley area.

Earlier in the morning during the preliminary dog walk I'd helped one of the many groups of T.A. cadet types (presumably engaged in some kind of war preparation) with their navigation. As we rounded bends at Wickridge and Catswood we encountered several parties of the same military ilk, impressively fleet of foot as they most politely panicked up the banks to get out of our way. Some were even seen to salute as we passed!

We did a little exploration using the RUPP that has recently been sign posted from the millpond below Steanbridge over the fields to Fletchers Knapp. This involved some heart-warming exercise lifting three bikes over a low stile obstructing the path, and a less pleasant encounter with walkers. The two Labradors were friendly enough but their handlers were somewhat negative towards us. I have contacted the county several times regarding this RUPP but so far have gained no information.

The day wore pleasantly on, marred only by the mist which caused the usual lack of clarity on the eye-wear. I can cautiously recommend the 'Gloop' stuff in a little yellow box - it takes careful preparation but when it works it's brilliant, giving completely clear vision



without you even holding your breath! (Occasionally, however, the initial smearing refuses to clear even after the recommended half-hour's rest in a warm place, possibly because I have put too much on, anyway it's definitely worth persevering. I will continue to experiment with its application in the hope of more consistent results.)

We rode MBL36 (Nashend to France Lynch) to celebrate the favourable outcome of the recent public enquiry, and were amazed to find that the farmer seems to have become an access-conscious, law-abiding model of good practice, with 3 tractor wheel width paths left unplanted and no locked or nailed up gates at last.

The Daneway lane caused some merriment and an interestingly sculptured gear-change to compliment the style of Bill's DR. Our zigzag route took us this way twice and the second time we opted for the thrill of the railway crossing at Frampton Mansell. Oncoming locomotives tend to creep up on you here, as the tunnel just around the bend effectively silences their approach. It was edge of the seat drama as Damon, who'd innocently started walking his KTM over the wooden planks of the crossing point, got serious 'foot-spin' and slipped over, dropping the bike on the line! Reminiscent of scenes from 'Fried Green Tomatoes at the Whistle Stop Cafe' and 'Stand By Me', panic ensued at the thought of a crushed KTM, severed limbs or a derailed train - I've never seen a bike lifted so fast! I decided it was worth taking off the new helmet and using the phone provided at the gate to hear that comforting little voice that tells you it's safe to cross before I ventured onto the track.

Dusk fell swiftly (as it inexplicably does when you stop at a garage) as we refuelled before a last detour past the Devil's Graveyard, through Avening & over the hill towards Nailsworth, where the evil mud caused me to take a little rest on the ground and the bike to reach an unhealthy temperature. The resultant break was a further opportunity for the necessary consumption of chocolate, giving enough energy for a few more lanes. These were ridden in virtual darkness and made more challenging by misted-up goggles (which I'd neglected to gloop). The last lane from the common at Winstones down to Thrupp (now re-signed 'Public Byway' by the way) involved another intrepid ride over the Great Western Line, this time achieved without mishap and comforting promise of a warning bell beside the track.

I never thought I'd survive 6 hours without a lunch-stop let alone the risks of 'un-person'd' crossings, yet we made it to the jet-wash, unharmed at the end of another fun day's trail-riding.

*Jackie German, Gloucester*

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## TIPS FROM THE TOP

### Washing Helmet Linings

We had a first timer on a run the other week and he asked, quite innocently, how to wash his helmet lining. Apart from one Motocross star with a detachable lining, the general consensus was, "you don't". Here's one way.

Fill a washing-up bowl with warm water, enough soap flakes or Travel Wash to form a good lather and a dash of Dettol to kill the bugs. Dunk the entire helmet, upside down, in the suds and squeegee the lining with a dishcloth, or similar, until the water is a grey-brown colour. Repeat with two changes of clean, warm water to rinse. Squeeze as much water out of the lining as possible with your hands then blot with your favourite hand towel. Leave in the airing cupboard for a day or so to dry.

### Face Protection

How do you protect your eyes and face when trail riding? Again, some of the more weather-beaten diehards will say "you don't". After many years of dirt riding, I've concluded that the best all-weather solution is to use a good quality, open face helmet with a hinged visor, specifically the Bob Heath 'Jet Flip'. It'll protect the whole face from cold, rain, mud, flying stones, low branches and even the odd slide along the ground. The visibility is better than with a hard chinguard and if the visor does steam up in cold weather, it can be flipped up until it clears. It is easier to clean than goggles and there is no foam surround to go gungy. It can also be unclipped when you want to wash your lining (see above). Convinced?

### Improved Sidestand Foot

What's the best excuse for not pushing your mate's bike out of a deep bog? Usually it's not being able to lean your bike on it's sidestand because the ground is soft and the bike will fall over. Shame on you. Cut yourself a piece of 2 - 3mm steel plate about the same size as a credit card, round off the corners, bend up the edges a bit in a vice and weld it to the existing sidestand foot (check first that it's not going to foul the swing arm when retracted). If you are feeling keen, you can even paint it.

That'll do for now. I'll send you some more musings when I'm able.

*Dave King, Lodden Vale Group*

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Some members of the Cornwall Group had for some time been discussing the possibility of us doing a run to the Picos Mountains in Northern Spain. In a weak and rash moment and much to my wife's amazement as usually I have nothing at all to do with holiday arrangements, I offered to organise it.

Due to work commitments of one of the group of four who decided to go, we could not embark on our trip until early November which is probably not the best time to be heading up to a Mountain area renowned for Snow over the Winter months. Not to worry!! We managed to squeeze four bikes and riders, plus enough gear and spares for at least six months in the Himalayas into Des's Transit van. Our driver Des Wickett had his trusty KMX 200, Steve Welch had a very mauve TTR 250, I took my KLX 250 and Jeff Hewitt not to be out gunned took his KLX 650. With horror realising not until the time in question how long it was taking to load the van one of the main concerns was whether or not we would have to unload the lot for a Customs Inspection. However on arrival at Plymouth having been fortified by a fried egg sandwich prior to our departure we heaved a sigh of relief when this did not transpire.

The 'Val de Loire' in fairly rolly conditions managed to get us to Santander without sinking but we were very glad that we had opted for a cabin to retire to with our evening fix of Stugeron for the three of us who had to admit to being sufferers of 'mal de mer'. The 80 mile journey from Santander to Potes became more and more impressive the further we got into the Mountains and the prospect of our first day of riding out in any direction onto trails leading in to Snow Capped

## P I C O S R U N

mountains was quite 'er' exciting. We were very lucky that three different TRF members had lent us maps of the area, which following a lot of preparatory homework allowed us to set off on our first excursion with a rough idea of where we thought we might be heading. Would you believe that our initial run commenced along the bottom of the garden opposite the HOTEL, a journey of 150 Tarmac yards. What a bonus!!! This then proved to be very much the tone of the week with minimal road mileage and lanes varying in length from 1 mile to 20 miles. Whilst the majority of the trails we used were not very testing, the sheer number, variety and awe-inspiring views more than compensated for any possible lack of the nadgery stuff. In the whole of the week we only strayed about 15 miles from the Hotel, used very little tarmac for lots of lanes and yet we still only managed to ride about half of the lanes in that immediate locality. A month would have been needed to even start to get to know the area covered by the map which was around the region of Potes.

Thoroughly recommended - but if you are thinking of going independently like us you will need a marked up map. No problem just let me know. And now to the cost of it all. It was a Brittany Ferries Break in their France and Spain brochure, to Potes with a basic cost of £273 per person including ferry, and Bed and Breakfast at the Hotel. Extra passengers were £231 each plus holiday insurance, fuel, van costs and spending money.

All in all a great place to go. Fantastic scenery, superb trails and I am certainly looking forward to exploring it further next time.

Tony Stuart

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## Can Do In Canada

I was recently on holiday in Western Canada, the land of huge uninhabited spaces. So I thought "Maybe I will find time for a bit of trail riding". Finding the time was a bit of a problem, but a bigger problem was finding someone who could provide me with the essentials - gloves, helmet, ... and a bike!

I tracked down a bike hire outfit just north of Vancouver. They ran what sounded a superb package - a 3-day trip to a 'wilderness camp' where there was mile upon mile of great trails. Sadly, while my wife would tolerate me disappearing for a day on holiday, going off-road for a quarter of our trip would be more than she or I would want. Luckily the company, Pacific Motorcycles, fixed me up with a day's riding a short ferry ride north of Vancouver.

As always, a day's trail riding began with an early start - to be sure of catching the first ferry meant getting up at 6am. This was meant to be a holiday! The first problem was in the hotel car park - a Range Rover had blocked our car in, despite space to spare in front of it. First response - swear; second response - kick its tyre; third response options: kick its doors / get a taxi / find the driver's room and get the car moved immediately. No need - the driver slumbered on due to a display of common sense quite out of keeping with his parking ability. The receptionist appeared with the car keys that had been left in case a problem arose. I jumped in, toyed briefly with the idea of taking the Range Rover for an off-road trip, moved it and headed off in our car for the ferry.

Two hours later I was in a small town called Sechelt across the bay from Vancouver. After waiting 10 minutes, the expected white 4x4 Isuzu jeep pulled up. "You must be Pat - sorry I'm late - traffic!", said Kathy. I looked around me; there were only two cars driving down the street. "Hmm," I thought, "maybe this is the rush-hour in Sechelt".

My day-trip nearly ended right there. Fog and heavy rain were reported further north where the ride was due to be. "We weren't sure if you might think it would still be a good idea to go for a ride" said Kathy. She rang Roland, who actually did the off-road riding - I explained to him that no TRF rider would be automatically put off by fog, a bit of rain and some mud. (Can you recall many days riding without at least one of the last two?).

So the trip was back on, but a bit of organising was needed - getting the bikes loaded up, sorting out fuel etc. One slightly chilling moment came when Roland debated whether to take his rifle with him in case we met a big stag elk or a black bear on the trail. He was very tempted as he had just spent three days on a hunting trip and had seen nothing, and would be very irritated if he saw something on the trail but had no gun with him. He did consider strapping the rifle across the handlebars, but decided against doing so as it might get damaged in a spill.

In the meantime I was offered a try of the 4-wheel ATV that was in the drive. What weird things - automatic clutch and a reverse gear too! For those who haven't tried them, the two most obvious differences are the greatly enhanced stability compared to a bike (as expected) and the huge effort needed to turn the

handlebars compared to a bike (not expected). The latter factor was enhanced by my excessive caution keeping me to slow speeds just up and down the drive; the faster you go the easier they are to steer apparently. The fat tyres and the lack of any steering contribution from leaning into the bend make skid-steering the best option (so I was told - I gave up before trying to skid-steer).

Eventually we set off and before too long we were at the unloading point. Roland's battered KX 250 took 25 minutes to get started, including multiple attempts at bump starting it down a long hill, and much sweating (and swearing) while trying to kick start it. My well-used XR 250 started easily enough - enabling me to tow Roland's KX back up the hill for him to have another go at bump-starting. It eventually started with a massive splutter and much spraying of gunk from the exhaust. The resulting HUGE cloud of 2-stroke smoke was to become a familiar sight and smell during the day.

We set off on the trail - an access route running under electricity pylons. Though this might sound rather dull, the trail switched back and forth across a 75 yard wide swathe, weaving in and out of the thick conifer woods alongside, bucking up and down over the roller coaster terrain, with the surface varying from gravel to grass to loose stones to big rocks to sheets of bare rock.

Roland's hunting aspirations were well-founded as we found lots of tracks from elk and bear! He did have a can of "bear-spray" with him in case the sound of the bikes (and the smell of his 2-stroke) failed to scare any bears aware. "Bear-spray" is a stinging pepper-aerosol that temporarily irritates a bear's eyes and lungs enough to stop it mauling you. The trouble is that you have to have it readily to hand for use at just the right moment. Fortunately that moment never came about as the can was buried deep in Roland's back-pack throughout. I decided that if I came across a bear then a full-throttle, head-down, helmeted head-butt would be the best form of the defence!

The ride was very enjoyable - quite tricky in the stoney parts as I was more used to the muddy lanes of Oxfordshire - but blissfully, no ruts. Roland did have to keep stopping for me ("What's new?" some may say) - to take photos particularly as the overcast weather changed to bright blue skies. Overall, no spills - though there were a few wobbles at various points. We covered about 30 miles in 3 hours of riding, never getting higher than third gear and no sign of tarmac anywhere along the way. A great difference from the on/off tarmac chopping and changing that goes on when riding the typically short lanes in Oxfordshire.

Roland and Kathy were very welcoming and helpful; although the bike I used looked like it had seen a lot of riding over the years it performed more adeptly and reliably than I did throughout the day. If you are ever near Vancouver and fancy getting out on the trail, then ask me for more information before you go.

*Pat McGuire, Oxfordshire*

You can contact them at: Pacific Motorcycles, PO Box 152, Madeira Park, British Columbia, V0N 2H0. Tel: (604) 883-9842 - Fax: (604) 883-9852  
e-mail address: [pacific\\_motorcycle@sunshine.net](mailto:pacific_motorcycle@sunshine.net)  
Web Site: <http://www.sunshine.nettwww/300/snO312/>

## LETTER

### TRF on Internet

The TRF Internet web site is fantastic! Both in terms of the standard of presentation and its content. I strongly urge all members to look at it and help fill in missing details of their groups. Pat McGuire has done an excellent job on behalf of us all and the TRF site stands comparison with any international company's efforts - it is so good.

In addition to the TRF green logo there are many colour photos in the 'Virtual Trail Ride' and the text is well chosen to present the TRF as responsible and well organised.

The proposed links to other Websites with similar or complementary interests is also a good move. The only word of caution is that any information we publish this way is available to anyone worldwide so nothing silly please.

See: <http://dSPACE.dial.pipex.com/trf>

Well done Pat!

*Eric Haworth, Cheshire, [qv4O@dial.pipex.com](mailto:qv4O@dial.pipex.com)*

## CLASSIFIED

**HANDWARMERS** For warm hands on the trail, install electric heaters in the ends of the handlebars. 12 volt (6 volt, 1 heat available), low powered, each heater on high setting is equivalent to an indicator bulb, on low half that and are suitable for on/off road bikes. Complete kit includes switch, two year guarantee on the heaters. Priced at £24.95 (inc p&P). State model, year, length of handlebars, cheques to WARMFIT Ltd., 1 Forester Road, Portishead, Bristol, BS20 9UP. (Tel: 01275 847570).

**BRENDAN CHASE B&B** Lake Windermere. From £14.00 each x 4 sharing. Bike lock-up. Parking. All rooms C/H, CTV, H & C. Pub & Grub handy. Tel: 01539 445638.

**DR350S "J"** reg. 8500 miles, Renthals, hand guards, very well maintained, 12 months MOT, excellent condition, £1700. Phone Barry Johnson 01664 69927 (Midlands).

**YAMAHA DT175** 1980, 10000 miles, excellent original condition, 12 months MOT. £525. Tel: 01254 823893 (Lancs.).

**AMSTRAD PC1640** Can you find a use which might benefit the TRF? 20mb HD, 5 1/4" floppy, Word Perfect, Lotus 123, Colour (EGA) VDU, Star 9 pin LC20 printer, Tel: Answering machine D.C. Clegg 01275 373652.

**FOR SALE BMW K100RS**, 1984, 45k, MOT, history, excellent condition, £2500 ono or swap for 200 - 350cc 4 stroke electric start trail bike. Tel: Richard May 01787 374073 (Sudbury, Suffolk).

**COTTON TRIUMPH REPLICA** Built 1993, 500 unit engine. Weight 285lbs. Total mileage 170. T & T. £1500. South Glos 01454 325441.

**COTTAGE AVAILABLE** in mountains north of Cork city in Eire, we use it for trail riding, will offer for modest rent or upkeep in lieu of rent has all the basics to sustain life. Contact Philip Gunn for info 00 353 21 889462. Only good company need apply, will sleep about 8 - 10.

**LEATHER BIKE JACKET** red and black, size 38", as

new, £45. Tel: 01200 445657 (Lancs.).

**WANTED** for Kawasaki Z1000 H1 fuel injection 1016cc, Roadster, control unit complete with 39 pin connector and harness, model year 1980 also set of four fuel injectors. Gwyn Thomas, Minories, Pridy, Wells, Somerset, BA5 3AU.

**KMX200** taxed 7800miles, black and red, very clean. Offers Tel: 01565 722692.

**KLR250** spare tank and seat, both tatty. Offers tel: Derby 01332 691579.

**SUZUKI DR250SH** Electric start 1991 "J" reg. 10000 miles. Variable seat height. Renthals brushguards. Supertrapp silencer. Taxed and MOT'd. Reviewed issue 4 TrailBike magazine, £2200 ono. DR350 BITS: Acerbis tank and fittings £100 ovno. Forks, £140. Side panels £30 per pair. Seat £30. KLR250/600 BITS: Acerbis 20ltr tank and fittings. Front wheel, rear wheel, forks, front disc (600). Custom made rack (600). Gen. manual KLR650/500. Tel: 01734 629307 (nr. Reading).

**YAMAHA XT225 SERROW** electric start, green and white, new tyres, rental bars and bark busters. 3500 miles only, almost as new condition, £1800. TRF registration available £200. Telephone 01643 706552 (Minehead, Somerset).

**HONDA XR250** 1990, very little use, £1400. **XR250 EXHAUST**, new in box £80. Tel: 01275 848158.

## STOLEN KLX250DI

From Stoke-on-Trent on 12/2/97  
L122 EVU Eng. LX250DE000369  
Frame LX250D-000432 Light blue frame  
burnt side panel r.h.s. short bars  
Tel: 01565 722692  
Fax: 01565 723891