

WEST YORKSHIRE

Charles W King, 11 Sycamore Rise,
Wooddale, Holmfirth, W Yorkshire.
Tel: 0484 686383

WEST WILTSHIRE

Bill Riley, 141 Bath Road,
Bradford on Avon.
Tel: Bradford on Avon 3811

WYVERN

Gwyn James, 18 The Spinney,
Wolverhampton, WV3 9EU
Tel: 0902 763824

1st & 3rd Monday. Frizinghall
Conservative Club, Off Manningham
Lane, Bradford.

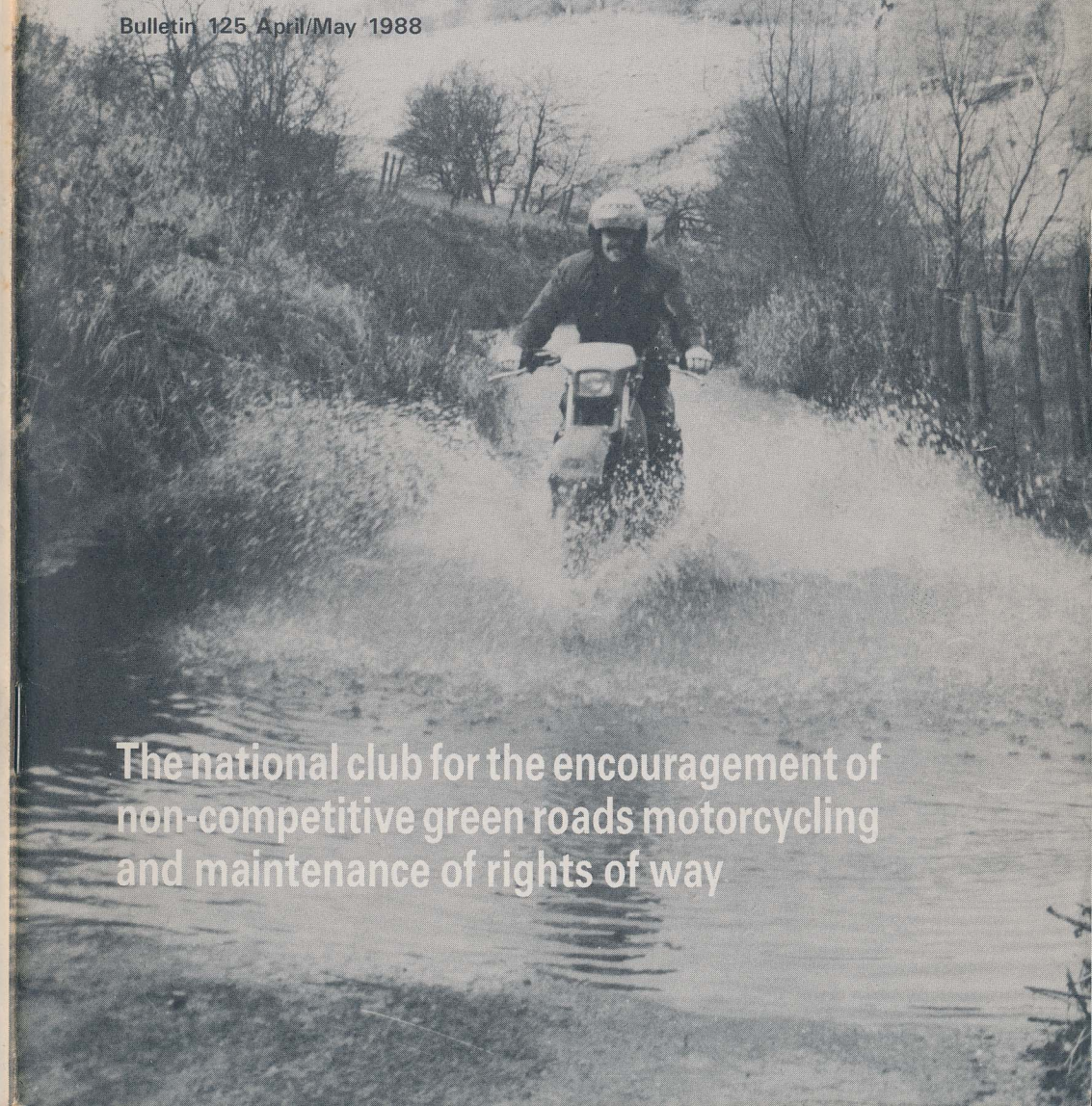
1st Tuesday in month. The Old Bear,
Staverton, Near Trowbridge, Wilts.

Every Thursday 9.30 p.m.
Hill & Cakemore, Ex-Servicemen's
Club, Victoria Road, Blackheath,
W. Midlands.



TREE TRAILRIDERS FELLOWSHIP

Bulletin 125 April/May 1988



The national club for the encouragement of
non-competitive green roads motorcycling
and maintenance of rights of way

Bulletin No. 125 April/May 1988

FUTURE EVENTS

MAY

17th East Midlands Group Run.
Contact Graham Chinnery Tel:
Melbourne 34333/Richard
Marshall Tel: Draycott 3416.

24th Shropshire Group Run.
Contact Steve Rodenhurst Tel:
Ellesmere 2772.

15th East Midlands Group Run.
Contact Graham
Chinnery/Richard Marshall.

21st TRF Executive Committee
Meeting.

22nd BMF Rally, Peterborough
Showground.

24th Shropshire Group 'Fun
Day Trial. Contact Phill Davies
Tel: Cressage 421.

LOOKING AHEAD

SEPTEMBER

24th/25th TRF Weekend in Wales. Details from Charles King, 11 Sycamore
Rise, Wooldale, Holmfirth HD7 2TJ. Please include SAE.

These dates are only a representative few. Most Groups organise runs at least
once a month, contact the Group Rep for details (addresses inside back cover).

Brian Thompson is willing to organise a trail run in Mid Wales or the Lake District
if someone in the north has a spare place on a trailer.

*Cover Photo: Andrew
Orriss/KDX navigates the ford
at Caygill Mill, North Yorks.
(Courtesy A Orriss)*

JUNE

12th East Midlands Group Run.
Contact Graham Chinnery Tel:
Melbourne 34333/Richard
Marshall Tel: Draycott 3416.

16/17th TRF Meeting during
Welsh 2-Day Enduro. Venue:
Llanerch Inn, which is at the
back of the station, near the
Police HQ. Contact John
Higgin for further details.

The 1988 National Runs List is
now available, free of charge
from:

Ken Canham, 2 Morrison
Terrace, Acomb, Hexham,
Northumberland, NE46 4QE.

Please enclose SAE, size 4½"
x 6".

National Secretary

John Higgin, 197 Britten Road, Brighton Hill, Basingstoke, Hants.
Tel: (0256) 841350

Membership Secretary

Tony Rose, 29 Anderson Drive, Kettering, Northants, NN15 5DG
Tel: (0536) 522274

Editor

Rosemary Marston, 4 Surrey Road, Woolston, Southampton, SO2 9ED
Tel: (0703) 420813

Press Officer

Steve Harris, 11 Great Close, Chapel Brampton, Northants, NN6 8AN
Tel: (0604) 843052

National Rights of Way Officer

Brian Thompson, 39 Warren Road, Thorne, Doncaster, S Yorks
Tel: (0405) 814388

EDITOR'S RAMBLINGS

I'm the last person to preach politics, but news of the proposed motorcycle legislation that has come my way since the New Year is just down right ANTI-motorcyclist/biker ... call him what you will! Leg protectors, as the Paul Sample cartoon graphically illustrates are dangerous. A waiting period before riding more than a 400 c.c. machine to my mind unnecessary; I've had far more spills on small machines than large.

Just because you may only use your trail bike for leisure doesn't mean you're immune — can you imagine trail riding with leg shields on your mighty steed? As a small user group of a 'minority' (ie. motorcyclists) I really don't think our machines will be exempt; even though the 'sorry mate I didn't see you' syndrome doesn't exist on trails.

The BMF are actively fighting this latest batch of proposed legislation and are urging us all to join the fight by becoming members. Full membership costs %£10 + joining fee, and further details can be obtained from:

BMF, Jack Wiley House, 129 Seaforth Avenue, Motspur Park, Surrey. KT3 6JU

I just hope this editorial doesn't come too late!

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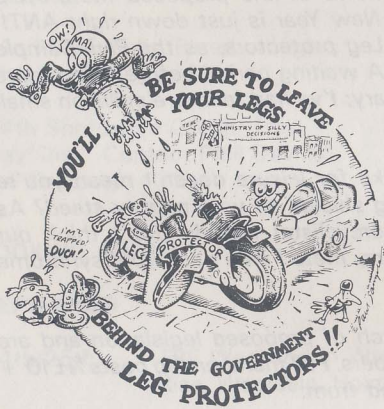
I NEED YOUR ROAD/BIKE TESTS — Do you have an interesting/special/pre-65 or just plain ordinary trail bike? Let the Bulletin know about it? If you can include a photograph, then all the better.

OGRI GETS SERIOUS

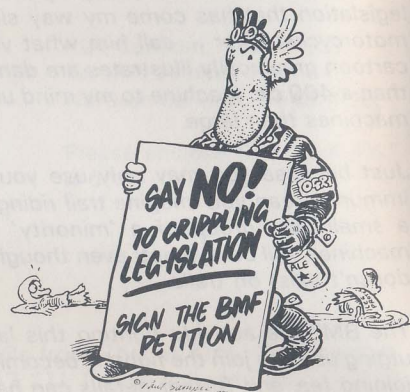
Paul Sample, creator of the cult biking cartoon character, is backing the protests with the launch of special anti-legislation sweatshirts and teeshirts. He will donate all his royalties from sales to help fund the British Motorcyclists Federation's campaign against the proposed legislation.

'Years ago' says Paul Sample 'I dreamt up a Government-approved safety bike that was bristling with airbags, flashing lights — and wraparound leg protectors. It was meant to be a joke. I didn't realise how close I was getting to the truth.'

The campaign teeshirts are white with red and black details and cost £5.45 postage paid — the sweatshirts are grey and cost £9.95 postage paid. They are available in S, M, L, XL and XXL sizes from Ogrī Products, FREEPOST, Swinford, Leicestershire, LE17 5BR. Tel: 0788 860378.



FRONT



BACK

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(complete)	£48 50
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* XT 500/C	£56 50

YAMAHA

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KAWASAKI

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KAWASAKI Model

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* DR 400 ST/SX	£56 50

SUZUKI

* DR 600 Raider	£75 00
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HONDA

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* XL 500 SZ	£75 00
* XL 600 RD/RE	£75 00
* XL 600 LMF	£75 00

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TRAIL

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DT 125 LC DT 175 MX
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KE 50 / 80
KE 125 / 175
SUZUKI
TS 50 / 100 / 125
185 ER / X
TS 250 / X

ENDURO

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SUZUKI
PE 175 / 250 / 400
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CR 125 all models except RG	4.75	12.50	20.25	33.75
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XR 200/250/350/500/600	4.90	12.25	19.50	33.00
TLR 200/250 TL 125	4.80	11.75	12.50	26.25
MT/MB/MTX 50	3.50	8.00	8.50	16.50
XL 100/125/185 SL 125	4.25	11.50	10.00	23.00
XL 125 R, MTX 125	4.25	11.75	10.50	23.85
XL 185/125R, MTX 125 Big Chain	4.25	11.50	12.00	17.75
XL 250 S/RC/RE/RF/XL500, MTX200	4.90	12.50	13.00	27.50
HUSOVARNA/KTM/MAICO				
Motocross & Enduro	5.90	12.90	20.75	35.75
KAWASAKI				
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KX 60/80/100 big chain conv.	4.00	11.00	13.00	26.00
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KDX 200 A2/A3/C1 KDX250/420	5.75	12.00	20.75	35.75
KE 125/175				
KL 250	4.00	9.50	12.50	24.00
SUZUKI				
RM 80, all models	3.75	10.25	12.50	23.50
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RM 250/400/465/500 all models	5.90	12.25	20.75	34.90
PE 175/250/400	5.50	12.20	20.75	35.00
RL 250/325	4.90	12.50	12.00	27.50
TS 50 All Models	3.25	8.00	8.00	17.00
TS 100/125 all models, DR 125	3.25	9.50	9.50	19.00
TS 185 all models	3.50	9.50	12.75	22.90
TS 250/SP 370/400/DR 400	4.75	10.50	13.50	26.75
YAMAHA				
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YZ 250, 400/465/490 all models	4.00	11.50	20.25	33.25
IT 125/175/200/250/425/465/490	4.00	11.50	19.00	32.00
TY 50, TY 80	3.00	8.00	7.50	16.00
TY 175	3.25	10.25	10.00	20.00
TY 175 bi chain/TY 250 monoshock	3.50	11.00	13.00	27.75
TY 250 Twin Shock	3.50	12.50	12.00	24.00
DT 50/DT 80 MX/DT 80 MX	3.50	8.50	8.50	20.00
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LETTERS

We are in desperate need of any old film pertaining to motorcycles, ie, factory promotional, race coverage, amateur. Anything. We are willing to pay and we would like to hear from anybody, libraries, individuals, etc, who can supply such.

Tony Thacker, Senior Commissioning Editor, Automotive Books,
Osprey Publishing, George Philip & Son Limited,
27A Floral Street, London WC2E 9DP

I specialise in one-off hand built and small batches of exhaust systems. Recently I had an order for 4 special TS250 Suzuki road chambers (high level type) from an Australian customer. It appears that I have been left with these systems and I was wondering if any of your members who have the above model would be interested in them at a reduced price. They are performance type in black finish with detachable mutes that can be repacked should they require it. My price including carriage is £70.00.

M J Madell, M J Madell Engineering, Unit 8 Brookvale Workshops,
Springhead Road, Northfleet, Kent. DA11 9QZ

I am writing to inform you and to voice a complaint about the state of one of the lanes in my locality – Totle Moor. My friends and I spent a good hour dragging our bikes out of two huge mud filled holes (great fun!) which have been made by 4WD vehicles. Indeed, not much further on from these massive quagmires was an abandoned Series 2 hard cab Landrover which was bogged down up to the axles on the moor itself and not on the defined track, which cannot be mistaken as the proper and legal route to follow.

At the risk of sounding partisan, are we as a group/organisation whom I understand are striving to preserve rights of way and vehicular access going to condone or condemn such use, or rather abuse, of what we are fighting for ourselves? I appreciate that the term byway means that use of such lanes is not exclusively ours and god forbid that we start to shout the odds about 'motorcycles only' as the ramblers do about their god given right to ban everyone/thing in sight who does not traverse the lanes on foot only.

I am inclined to agree with Brian Thompson when he says that when dealing with councils, etc over claims for vehicular rights of way, mention that you are a part of the TRF and that the TRF use motorcycles. From what Brian says, the local councils, parish councils, etc are more opposed to having their local lanes choked up with cars full of Sunday trippers getting stuck and generally causing inconvenience to the local inhabitants than the odd group of responsibly behaved motorcyclists passing through. Therefore, perhaps a traffic order restricting the lane in question to use by motorcycles, pedestrians and horse riders may be to our advantage if proposed to the local authority concerned when a particularly contentious lane looks like slipping out of our grasp forever.

Forgive me if I have misquoted/misinterpreted Brian's article. I've probably trodden on the toes of some of the dual loyalty 4WD/TRF brigade but they must get their own house in order. Totle Moor lane now boasts a sign located halfway along it's length stating 'NO UNAUTHORISED VEHICULAR ACCESS'. This seems a little ambiguous to me because I don't know if the unauthorised vehicle referred to is a motorcycle or 4WD vehicle or both and that only farmers and the MOD have access.

By the way, I welcome the overtures being made by the RA's Chairman Chris Hall and I hope we can co-operate more usefully in the future. Let's hope that we can overcome our differences to the mutual benefit of both groups.

Dave Martin, Matlock Bath, Derbyshire

I was in the USA recently and whilst in California met a forest ranger who enthused me into putting an XR200 into the back of my 'sub-compact' hire car and going trailing.

Do you know they have vast areas over there that are dedicated as OHV (Off Highway Vehicle) recreation areas? In California alone there are over 100 OHV areas encompassing national forests, parks and canyons (where the rangers are actively engaged in marking more trails), and even graded (like ski runs green to black) trails in these areas. The trails themselves seem to cover just about all kinds of terrain and difficulties, with the navigation being more akin to orienteering than map reading as we know it. Information and rather poor maps of the areas are readily available, the maps are essential as I found out! For the most part riding is free although one does need to get a green sticker (\$20) which is a state tax on OHVs which goes towards maintaining and extending the OHV areas.

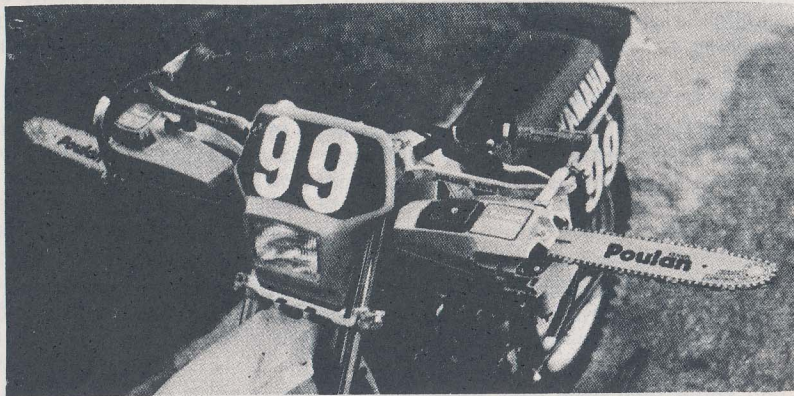
The Americans seem to have a great choice of four stroke trail bikes around 200cc, none of which are available here. There is the Honda XR200 that everyone knows, as well as the new XL250. The TT225 is Yamaha's equivalent to the XR and there are also two Suzuki's, the DR200 off road bike, and the SP200 (not available in California for some reason) which is the road legal version.

I sneaked my XR into a container that was coming this way and it arrived at Felixstowe, having come from Los Angeles in only 10 days. Importing bikes from the US now must be a good bet with the dollar as it is. You don't have to go there, or even pay someone to do it for you. It can be done completely by remote control using a phone and a credit card. Shipping is surprisingly cheap, even by air, if you start from the right place and shop around a bit. If anyone would like further information on trailing in the US, or importing I will be happy to help, supply contacts, etc.

Charlie Thompson, 1 Hall Cottages, Kimpton, Near Hitchin, Herts.
SG4 8EG. Tel: 0438 832737

If anyone is interested in trail riding in France, send the Bulletin Editor a stamped addressed envelope for leaflets/addresses – room is short this issue to publish full details.

'Just what you need for clearing green lanes' says David Chambers. (Taken from a French magazine).



DEVON AND DARTMOOR RUN

This is a brief account of a TRF run in South Devon. The run was so enjoyable that I would like to share my thoughts on it with other TRF members through the medium of the Bulletin.

Cornwall is an independent holiday island off the coast of Britain. Opportunities for group runs are limited. Basically, any run I go on in Cornwall is organised and led by me. It would be a pleasant change to cross the River Tamar and join a 'mainland' ride put on by the Devon Group.

Mid-December has the shortest days of the year, but the lanes are in prime riding condition. It was a magnificent ride — an example of all that is best in a TRF group run.

It was advertised through the Devon and Cornwall TRF Newsletter. It said 'Quiet bikes essential — sensitive areas'. I contacted the run leader, Alec Morley to ask if I could come. To Alec, all green lanes are sensitive and we should ride quiet bikes all the time. I agree.

The start was at the Monts Transport Cafe, near Bovey Travey. I arrived early with my old Yamaha XT250 on the trailer. The run starting point was some 80 miles from my home. I felt justified in using the trailer on the shortest day of the year. Before I could start to unload, the proprietor emerged from the jumble of breeze blocks and CB aerials which was the cafe. He greeted me warmly. He told me that Alec had checked with him a month earlier that it would be OK to use the car park. He announced that the kettle was on for tea, and I promised to be in as soon as I had the bike off the trailer. An excellent mug of tea set the tone for a leisurely day in good company.

Alec was next to arrive, followed shortly by the rest of the day's riders. There were a dozen of us all told.



Alec Morley leads us into the Woods!

We looked a motley mixture. Clad in a variety of well worn trail riding clothing. There was nothing new or smart, but all were clean, and the bikes sparkled where the paint still clung to the frame. Most of the bikes were four strokes, with two pond weed green Kawasaki two strokes to add variety.

The main riding area for the locals is the maze of green lanes behind the South Devon holiday coast, but today we were to head north onto the edge of Dartmoor.

Alec started his engine and waited until he was sure everyone else had taken the hint. We rode off quietly in line astern.

The best lanes were steep holloways, strewn with equal quantities of mud and loose rocks, but there was a rich variety of going. We crossed the open moor and rode through dense woodland; muddy tracks took us amid rich farmland; a grass-grown lane climbed from the base of a series of dams and a pumping station; we splashed through puddles and stream beds, and wound up endless tight hairpin bends.

No one got lost. The back-marker, who knew the route, rode with his headlight on all day. He absolutely refused to let anyone drop behind him. The run leader would pause at the end of a challenging lane or a complicated series of road junctions. When he saw the back marker's headlight he knew all his flock were safely gathered and he could continue.

They were a thoroughly well trained crew, the Devon trail riders; two things made this plain.

The first was the way there was always someone to hold the gate while the run leader went through and to wait to close it behind the back marker. Everyone took their turn at this and no one complained. It was simply normal routine. The second was the way the riders kept an eye out for the man behind when on the tarmac. We were riding a complex network of country lanes, with many turnings. I could see in my mirror, time and again, no matter who was behind me, that they looked back after each junction to make sure the man behind was still following. When he wasn't they stopped and waited for him. This rule meant that if the run leader looked back and found himself alone, he could ride back and pick up his team, one at a time, at each road junction until he came to the man who had broken down.

There is nothing worse on a group run than losing half your group, because someone in the middle didn't look out for the man behind. You can wait the rest of the day while the two halves of the group chase each other.

The lunch stop, like the starting point had been planned in advance. We were expected and made welcome at Steps Bridge.

The whole group seemed relaxed. This was a day's recreation, and we were all making the most of it. We waited at the end of a lane as often for those who stopped to look at the view as for those who had found the going a little too challenging.



Smokey green thing tackles a nice loose climb



Tarmac road turning green through water erosion and lack of maintenance

From time to time Alec would pause to point out some landmark to me, the outsider from Cornwall. There was the old mineral railway with its granite sleepers, and several lanes used in the annual Exeter long distance trial for cars and bikes.

It was getting dark as we headed south towards Monts Cafe. Headlights were switched on as the gloom grew.

Alec had saved the best almost to the end. Within a couple of miles of the finish, we met a climb which grew steeper and steeper, until it turned into a great slab of naked rock on which bikes became shipwrecked in every direction!

There was one slightly less steep climb for us all to regain our confidence, and we were back by the trailers.

Farewells and thank yous were said with feeling, amidst an embarrassing surplus of vacuum flasks and offered cups of coffee. What a great day out! Thanks Alec, and thanks to everyone else who rode with me. This is what the Trail Riders FELLOWSHIP is all about.

Ian Thompson, St Columb Minor, Newquay

RIGHTS OF WAY NEWS – Brian Thompson

ORDNANCE SURVEY

All keen Ordnance Survey Map users will be aware of a gradual decline in standards since the Victorian maps. Even the first edition one inch maps 1805 to 1853 show more detail plus names of ancient lanes than modern maps. Many lanes have disappeared altogether!

Tim Stevens has taken up these and other complaints direct with the Ordnance Survey in Southampton and attended a recent meeting on behalf of the BMF and TRF. The OS are still investigating the possibility of putting ALL vehicular rights of way on the latest maps including County Roads, but the RA dispute the status of County Roads and strongly object to this move. We have also asked the OS to state on maps that some footpaths and bridleways may carry higher rights. This is very important as many counties still have an unreviewed 35 year old Definitive Map, inaccurate and very misleading for all users.

AVON

The County of Avon is now reviewing the status of all RUPPs which are shown on the Definitive Maps and thus on Ordnance Survey maps. These will be tested for vehicular rights and reclassified as byway, bridleway or even footpath. The only test for Byway is 'Do vehicular rights exist?' The first district covered is Wansdyke and County Hall propose that out of 90 RUPPs some 80 should be shown as byway and so have conclusive vehicular rights. The County of Avon are proceeding very fairly and correctly and have issued excellent guidelines for parish councils, user groups, landowners, etc. They ask for evidence of vehicular rights of way to be sent to Mr P Barclay, County of Avon, Avon House North, St James Barton, Bristol, BS99 7EU. User evidence over 20 years is very important as is documentary evidence.



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The other two districts of Avon County, Northavon and Woodspring will be processed in 1989. Remember this review only covers RUPPs and not those bridleways that should have been shown as RUPPs, these will have to wait.

I have sent all the maps, etc from County Hall to local TRF rep Gwyn Thomas, Minories Cottage, Priddy, Wells, Somerset. Please liaise with Gwyn.

FOUR WHEEL DRIVE PROBLEMS

A recent TRF executive committee meeting debated the number of complaints about damage to green lanes by 4WD cars. I also asked for guidance on TRF policy on how to deal with a small number of 4WD drivers who have joined the TRF simply to find out which green lanes carry vehicular rights. Chairman Seymour Moss ruled that the TRF is a motorcycle rights of way club and NOT a car club. Such members it was agreed did not qualify for TRF legal aid or access to rights of way research and should join the appropriate car club.

The South Yorkshire/North Derbyshire TRF group recently met a 4WD club who asked to work closely with us. It was decided to have nothing to do with them as the car people offered nothing in exchange and stood to gain a great deal at no effort or cost to themselves.

Over the past year I have noticed an increasing hardening of attitude towards byways especially from parish councils. The argument goes like this 'We don't mind a few quiet motorbikes but we certainly don't want our parish lanes damaged by Land Rovers'. In Northants former TRF Secretary Pete Plummer reports much support from parish councils, landowners and local residents for his campaign against damage to green lanes by insensitive 4WD use.

My advice to TRF groups faced with the threat of green lane closure due to 4WD damage is to ask county hall to exclude motorcycles in the order.

RESENTMENT IN WALES

Over reaction to the Claerwen TRF access deal led to abusive phone calls to myself and other TRF officials. The headlines 'TRF only deal' meant to some Welsh riders that everyone else was being permanently excluded. Let me spell out the facts and remember, the trouble is NOT of the TRF's making. The TRF access deal to this popular track does not threaten or prejudice the right of any other club to seek access from the landowner Welsh Water. I only represent the TRF! I have also been told that the ACU has sole negotiating rights with Welsh Water as the governing body for all off road sport and the governing body for green lanes. I am positive that the ACU in Rugby will confirm the right of the TRF to talk to any landowner about permits to use tracks and to use any green lane with vehicular rights without asking the ACU first. It is, however, true that some highway authorities will only talk to the ACU and show the TRF the door, which does make life difficult for the TRF.

DORSET

The situation in Dorset despite 700 miles of ancient lanes couldn't be worse but the local group are making headway. Using green lanes not used by vehicles since the 19th century brings its own problems. One Sunday the Dorset group rode straight into the middle of a schoolboy moto-cross event being held illegally on a county road! Eventually the police, Dorset County Council and the club's governing body the YMSA got involved, plus the Ramblers Association whose side the TRF was on. We all know that sporting land is in short supply but to use a green lane and a bridleway for a motor-cross event without any warning or permission is asking for trouble and is bad public relations.

PLENTY OF HELP

The TRF is a rights of way organisation of which we are justly proud. Having no sporting involvement, we can concentrate on riding green lanes, gaining valuable user evidence and preserve them by rights of way research. As your National Rights of Way Officer for 13 years, with an Assistant Rights of Way Officer plus Honorary Solicitor, we can provide an expert legal back up, but we can't do all the work!

So volunteers are needed in every county even in counties like Wiltshire and Derbyshire which are well researched. If you are interested in taking up rights of way work for the TRF drop me a line. I have many helpful explanatory papers available. Below is a short list of what is available free of charge to members:

List of Evidence Requirements; List of Useful Legal Arguments; Brief Guide to Law and Practice; User Forms; List of TRF Legal Victories since 1977; Government County Road Statement; 'Out in the Country' Countryside Commission booklet; 'Ploughing and Rights of Way' from the Commission; List of Pre-1835 Maps County by County (evidence); How to Handle a Public Inquiry; TRF Fact Sheet for Councils; Draft Byway Claim Form; Illegal Motoring, the Fallacy and other Law Reports, etc.

NORTH WALES

Due to the adjacent huge population of Merseyside the few green lanes in North Wales tend to get over-used. I am accused of making matters worse by marking up maps for TRF members, so sadly by request of the TRF group in North Wales, the map marking service for this area is withdrawn.

Several complaints have been received of gangs of Liverpool riders scrambling on green lanes in parties up to 35, organised by a certain TRF member against whom I shall seek disciplinary action. The normal TRF group is about 6, 35 bikes in one party is offensive and creates inconvenience to other users, though is not illegal.

If there is evidence that the map marking service is being abused in other areas then it will be withdrawn. I am very sensitive to the danger from over use in the Lake District. It wont take much for the authorities to slap a ban on the entire 200 miles of lanes in the National Park. Don't hesitate to report offenders to the police or wardens and show that the TRF is very concerned at cowboy behaviour.



Herts Group members on Highway in Yorkshire Dales



GROUP NEWS

GWENT GROUP

I have recently taken over the post of Group Rep. One of my priorities is to get Gwent 'on the map' as far as the TRF is concerned! Some TRF publications have tended to suggest that there is no TRF group which caters for the South Wales area.

I am happy to point out that this is not the case and furthermore I would say the following:

1. This year the Group contains 15 TRF members from two South Wales counties ie. Gwent and Mid Glamorgan.
2. Although based in Cwmbran, Gwent, we also regularly ride in areas of Mid Glam and Powys and collectively have a very good knowledge of many miles of mountain trails and green lanes.
3. We have previously and will be happy to play host again to members from other TRF groups. We intend to plan a trail ride for this purpose and will be sending details to Ken Canham, TRF Run Co-ordinator asap.
4. We have members riding on a fairly regular basis, on average every 2 weeks, but less frequently in the summer months.
5. We can offer a map marking service to the area of Gwent on a similar rechargeable basis to the TRF National RoW Officer. Those interested should contact Bill Kemp, one of our RoW officers; tel: Pontypool 50941.

As you can see, our group does indeed exist and would like to be in a position to offer any TRF member a trail ride every week of the year. This would only be possible with more group members so

Are you a TRF member living in the South East Wales area?

Have you ever wanted to sample the many miles of excellent mountain trail and green lanes there are to offer in this area?

Do you require more information about Rights of Way or map marking for this area?

If so, then contact Gwent Trail Riders, the TRF Group for South East Wales. We want to hear from you!

Doug Bennett Group Rep. (address at back of Bulletin)

NORFOLK & SUFFOLK GROUP

It's been a long time since I put pen to paper as I've moved house, but at last I've found my pen again!

I have attended user group meetings at Suffolk County Council. Apart from the TRF other user groups who attend are the RA, BHS, the Breckland Land Rover

Club, Byways & Bridleways Trust and the Suffolk Carriage Driving Club, At these meetings the County Highways Officer, a County Solicitor and a couple of Rights of Way Wardens who used to be called Footpath Wardens, attend. At some meetings a rep from the Country Landowners Association and a National Farmers Union official also attend. These meetings discuss all aspects of rights of way problem including reclassification as per The Wildlife and Countryside Act 1981 which is particularly helpful from our point of view.

On the other hand, Norfolk County Council are the opposite; unhelpful, without doing much at all. They even said no to a Group offer to clear lanes of fallen trees from last year's gales.

In early December Bob Pulford and I went out to plot a route for the Christmas Run. It was a shambles, lanes blocked every which way, so it was out with the chainsaw to get any mileage. We cut our way through 4 - 5 lanes when we came to Fen Lane, Braisworth, near Eye, Suffolk. This is blocked with trees for about $\frac{3}{4}$ of a mile and our unskilled chainsawing just couldn't cope.

Come 27th December a run was ready. Half a dozen turned out to meet at run leader Bob Pulford's home. Bob took off on his TT350 Yamaha followed by the rest of the motley crew. After a couple of lanes Paul Chubbock had to head for home due to gear change problems on his KL600 Kawasaki. A few miles on Dennis Baumber and XR200 Honda headed for home and about two thirds of the way round I had to call it a day due to a heavy head cold. Despite comments to the contrary it was not that my old heap of a KTM was fed up and about to give up! A nice run, thank you Bob.

Our Group AGM is to be held on 6th April 1988 so we may have a few changes, who knows. By then the tyre changing competition should have taken place. This has been won by Dennis Baumber for the past two years, may be time another name went on the trophy.

I have met the new Norfolk BHS Rights of Way Officer — Mrs Jill Tyler. It seems that the BHS and TRF can both help each other and it could increase our mileage. I've offered our group's help to marshal at their long distance events. We will also help at the Diss and District Motor Cycle Club's British Championship Enduro, acting as travelling marshalls.

As I had a few hours to while away I went out to survey some lanes to see the gale damage on Dove Lane Poringland, just a few miles from Norwich. I was up to my knees in mud and water with the bike when a rambler comes by and asks 'What are you doing?' 'Having fun' says I.

I am all for a run open to all members, so is our Runs Organiser, so maybe we will try to sort a run out. Trouble is, most of Norfolk's lanes are flat and straight. Conversely, Suffolk is harder going but a lot of tarmac has to be used to make up a good run. We will see what can be done.

Andy Downes, RoW Officer, Norfolk & Suffolk Group

WEST WILTSHIRE GROUP

Last autumn the West Wilts Group was involved with the British Horse Society's National Endurance Championship, which entailed marking the course out over two days and then marshalling the event on the third day.

We have marshalled several of these horse events before but this was the first time that I would lead a group of horses and also for the first time ride down tracks in the dark. At 5.30 a.m. with a mini-monsoon, in the dark, with 15 horses and riders relying on me to show them the way, I was NERVOUS to say the least!

The one thing that sticks in my mind about the whole affair was going down the first bridleway. The way very gently curved round to the left with a high brick wall on the right, gravel on the surface of the bridleway and wide enough for a car to go down. The scene that evolved was that I was leading the horses, who were so close I could hear them breathe with a car with it's headlights on following the horses. The shadows of the horses that fell onto the wall in front of me could have come from a nightmare or a horror film. It is an experience I shall never forget and I am looking forward to doing it again this year.

Alan Quinney, Melksham, Wiltshire

WALES

New groups are springing up in Wales, interested parties should contact:

For Mid Wales — Robert Groves, 2 Woodlands, Newbridge-on-Wye, Builth Wells, Powys, LD2 3SB. Tel: 059 789 471. Meeting place is the Prince Cilmery public house at Cilmery near Builth Wells at 8.00 pm on the second Wednesday of every month.

For Breconshire — John Morley, 'Bronallt', Sennybridge, Brecon, Powys, LD3 8HH. Tel: 087482 8126. Meeting place is Sherwood's Stores, Sennybridge at 8.00 pm on the first Wednesday of every month.

H E L P !! — Your Chance to Give or Ask for Technical Information

Two Into One WILL Go! — How Dave Giles increased the size of his DT175 fuel tank

In issue number 115 of this magazine, in the summer of 1986 I asked if anyone had found a solution to a couple of handicaps with the Yamaha DT175MX; one being the lack of range due to the small capacity fuel tank. No one offered a solution except for Ron Carter (Gloucester) and Steve Thomas (Wilts).

Ron kindly gave me a humped Kawasaki tank surplus to requirements — but it didn't fit because of the wide cut-out required to fit around the swinging arm damper. Steve, however, offered to cut my old tank and graft the Kawasaki hump on. Which he duly did, giving me 10 litres capacity instead of 7 litres — in real terms, a range of 100 miles instead of 70 miles.

I now hand over to Steve to outline.

Well, the first thing to remember when welding petrol tanks is that it is not the tank that is explosive, but the petrol inside. Rid the tank of all traces of fuel and you're safe as houses. Steam cleaning is ideal, but repeated rinsing with a hose and detergent is pretty effective. If you've got a rainbow on top of the water as it runs away you've still got fuel present.

On Dave's tank I used the standard fuel tank as a basis which provided the original mountings and tap. I then grafted on the top humpy section from a Kawasaki tank. The type used on the KE125, KE175 and KLX250 are an ideal shape.

The old adage of measure twice, cut once really applies here. Have a really good think before you cut the top off the 'donor' tank. It is better to cut too much and trim back later. I used a 'nibbler' attachment for an electric drill for this job, but you could get away with a jigsaw.

Offer up the top section to the original and the chances are it will not line up. I had to make another cut across the Yamaha tank and remove a small section to make it fit. A bit of trimming and bending is inevitable to get contact all round the joint and patience is definitely a virtue at this stage.

Once you have persuaded the top and bottom halves to fit together you can mark the shape of the top half onto the bottom (original) half and cut a hole from the original tank slightly smaller than this. You needn't be too careful with the cutting as it will be inside the finished tank.

The next stage is to weld everything up. I'm not going to enlarge on this, but if you can't weld, take it to somebody who can!

When you have finished welding, you will have a big ugly weld all round the tank and probably a bit of distortion thrown in as well. Using a ball-pane hammer (unless you've got any bodywork tools) tap the weld down until a straight edge across the surrounding metal clears the weld all the way round.

Next, fill your tank with water and check for leaks, remedy any with more welding.

The next stage is to fill the weld all the way round with body filler (plastic padding or similar) and flat back, blending in the shape as you go. Try to keep the filler as thin as possible to avoid cracking.

When you are satisfied with the finish, give it a coat of primer and check the finish again. Pick a nice colour for your top coat and spray it on. Aerosols are ideal for this — keep the temperature as warm as possible for good results. I finished Dave's tank off with some side panels of yellow fablon (very durable against mud damage) and some Yamaha decals. Not only does this make the tank look good, but it also covers up 80% of my second rate filling!

Steve Thomas, Chippenham, Wiltshire

See article 'Two into one will go'



In Bulletin 123 you asked for tips of a technical nature. I have three tips, but they aren't strictly technical.

1. The metal rear mudguard and large back light on a Honda XL185 can be replaced with a plastic one from a Yamaha YZ80 and one of those small rear lights that sit on top of the mud guard. It needs a small amount of plastic removed from the side at the front under the seat to make it fit between the frame but it's only a very small amount. Also under the seat, a sheet of rubber is needed to take up the gap between the replacement mudguard and existing remaining mudguard. The mounting holes on the side of the mudguard are a perfect match to the ones on the frame, but need packing out with a quantity of washers. All that's left to do is drill a hole for the mounting bracket to the rear frame loop.
2. The rear mudguard on the Yamaha XT350 can be changed for one off a Yamaha YZ250 but does need to be cut and persuaded into place.
3. The swinging arm on the XT350 is wide enough to take a tyre up to 135mm wide but is only long enough on the forks to take a tyre size of 110/90 or similar. If the swinging arm forks are extended by 40mm then the larger size tyres can be fitted. I now have a 130/90 fitted and have found that the back end of the bike does not slide around so much. The plastic chain guards above and below the swinging arm do need to be changed for home made ones which should be as close to the chain as possible. Mine are made out of 1mm aluminium.

Alan Quinney, Melksham, Wiltshire

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THE WELSH RUN

'Getting there' is sometimes complicated to arrange. Seven members of our Group booked their places for the September run at the Reidol Valley, Mid Wales. I rashly agreed to take four bikes in the Transit and three on the trailer. Unfortunately, my daughter's 21st birthday party was on the Friday night, so I arranged for two members to drive the van, and the rest to go by car.

At 11 o'clock, Ben called me from the party and off we drove, me thinking that I'd have a sleep on the way, but Ben was having similar thoughts. After about 100 miles he told me it was my turn to drive, just as I was dozing off. We arrived at our dormitory at 3.15 a.m.

Saturday dawned bright and sunny and Alan assured me that the forecast was sunny, hot and dry. Great! Light clothing and no heavy Belstaffs. How wrong can you be?

Our leader Brian Smith assured us that he had a photographic memory of the route, not needing to stop and map-read. His rate of progress was just right for the conditions, and he stopped at all the right places for photos and admiring the view. Keiran regretted the lack of tea and cake shops, but you cannot please everyone! We landed at the Skinners Arms, Machynleth, where eight motley dripping riders were doing a bad job of being unobtrusive walking through town.

After lunch, the plan was to ride some Forestry roads (with permission), but lopped branches and logs can be remarkably slippery in the rain and although our leader's XR managed, as did the XL185s, the enduro bikes seemed to struggle ... strange that. The prospect of turning back was discussed, but the idea of giving up for the day was out-voted, and after Brian Smith's memory had failed him, we eventually found a trail that was better than the morning's run.

An incident occurred during the afternoon which gives a rough idea of the maturity of the group's members. While asking the way of a very cheerful farmer and his wife, Andy, who had a score to settle with Keiran, gave our ageing juvenile a gentle nudge sideways, just as Keiran was chatting up the farmer's wife — what else? Keiran's XL toppled over, trapping his leg underneath, but he struggled on chatting to the lady, who finally acknowledged what had happened and said 'Oh dear, you've fallen over'.

Arriving back at the Study Centre which was our accommodation, the bikes were carefully thrown against the van and there was a mad scramble for the showers. After pots of tea all round, one or two keen types did a bit of maintenance. For Ben, this meant asking everyone's advice on how best to mend his front mudguard. How did it break? I'm gonna tell you. Ben, who had been proclaiming the virtues of his new tyres, had a mishap on a steep, slippery grass slope. Giving a shout, he shot past us all with both wheels locked, and made a rapid descent over a six foot cliff and into a ditch. With great presence of mind, he hung on to the bars, went over the top, and ended up in the middle of a road, with the bike upside down on top of him. As luck would have it, the only car seen all day happened along, fortunately stopping in time. The bemused driver must have been accustomed to sheep jumping out in front of him, but motorcyclists?

Probably the less said about the Saturday night, the better. Suffice to say we met Clive Morris in Aberystwyth at a pub recommended by a friend. The hostelry did not look too good from the outside, and a tattooed barmaid persuaded us to seek alternative bars.

Clive had asked if he could join us on the Sunday — we asked permission — got a question back, 'what sort of tyre does his bike have?' — Keiran gave the answer 'rubber ones' Poor Brian Smith is still trying to understand our sense of humour. Anyway, I received a phone call at breakfast on Sunday to say that Clive would not be joining us, as his bike had seized up. Yet another seven month rebuild!

Sunday morning and a nice tidy line up of bikes/riders was spoilt by some twit leaning against the next bike and rider, who leant against the next ... Have you seen the domino trick?

After another superb selection of lanes, involving several climbs, came a spell of swift tarmac to take us to the Monks Trod. This is where the enduro bikes should have done well, but actually the XL's excelled. Tall and cumbersome bikes are a bind in the marsh, or a beast in the bog.

Brian Smith rode superbly, as befits an ex-Six Days rider, and he said we were the slowest group he had ever led along the Trod. He also said we were the most amusing — I'm not quite sure how to take that! To cut a long story short, I reckon it was the best run I have ever been on. Excellent lanes, great leader, plus good facilities and food. The Welsh people, as always, were friendly and hospitable. No one was hurt and no one suffered any breakdowns. Congratulations to the organisers.

Brian Wright, South London and Surrey Group Rep.

DISCOUNT DISCOUNT DISCOUNT DISCOUNT

Don't forget that as an affiliated club of the BMF, TRF members may obtain discount at many motorcycle shops on production of their BMF card. For a full list please contact:

BMF, Jack Wiley House, 129 Seaforth Avenue, Motspur Park, Surrey KT3 6JU

Additionally, Clay Cross Kawasaki, Clay Cross Derbyshire offer TRF members 10% discount, as do M R Hollands of Spalding.



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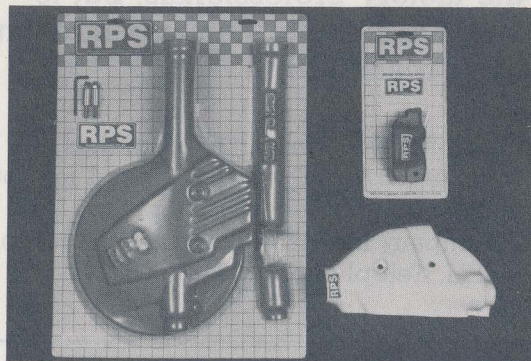
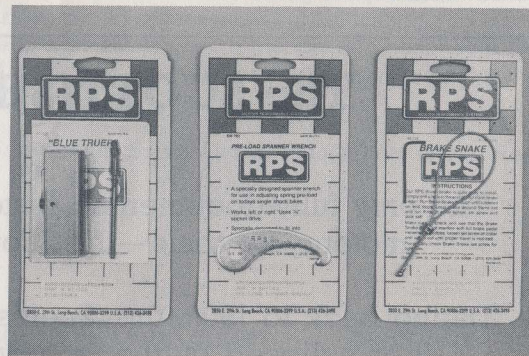
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NEW PRODUCTS

Richter Performance Systems (RPS) provide a range of accessories for the off-road rider, many also useful for the trail rider.

The Blue Truer makes wheel truing quick and easy. It comes with clear instructions to help even novices true wheels accurately. Price £5.52.

Adjusting shock preload can be a problem on many monoshock machines. Using the RPS Preload Spanner, which accepts a $\frac{3}{8}$ " square drive, as used by many socket sets, allows you to reach the adjuster by using extension bars where access is especially bad. Price £3.68.

The RPS Brake Snake reduces the chance of bending your brake pedal in a fall or when riding through adverse terrain. Thread it through the brake pedal, round the frame, back to its clamp and tighten up. Price £3.68.

The RPS inflation kit comprises two carbon dioxide cylinders and a connector hose. Being compact they are ideal for trail riders wishing to re-inflate tyres for the run home after a day trail riding in the country. Other uses include rapid tyre inflation after a puncture repair — or as a get-you-home measure following a slow puncture. Cost is £5.50 plus VAT.

RPS disc guards are now available for the KMX125. These plastic guards come as a complete kit, including a matching protector for the other fork leg and mounting hardware. New caliper mounting bolts are provided and the guard fixes to these - Allen screws and an Allen key are included in the kit. Drum brake guards, rear disc cover and master cylinder protectors are also available. Prices vary from £5.50 for a master cylinder protector to £15.50 for a disc guard.

The S&W Suspension Engineering Handbook is once again available from M R Holland. This publication covers all aspects of motorcycle suspension — explaining how dampers work, how springs should be chosen and how a rider can obtain the best suspension performance from his or her machine. Priced at only £2.50 post free this guide offers an easily understood approach to suspension.

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For more information on these, contact Dynamic Limited, PO Box 4, Great Wyrley, Walsall. WS6 6PW. Tel: 0922 416784

SUMMARY OF THE MINUTES OF THE EXECUTIVE COMMITTEE MEETING

Held on 16th January 1988

1. John Higgin, Secretary, reported a busy time. There had been the AGM with its arrangements, minutes and matters arising, then the Show at Birmingham, photos to be sent to Trentham Gardens and Bristol, with meetings of LARA to attend. He had tried to get the Bristol Show to feature the 'Trail Bike Special of the Year' on the stand but unfortunately it was not physically possible. It was hoped to feature the winner in future shows and that the Press Officer would get full newspaper coverage, as well as letting the TRF Bulletin know all about it.

Tim Stevens had started regionalisation of the Fellowship with an area covering three of the Sports Council's areas (see map on next page). Whether we will be eligible for any grants is at best debatable, but at least we will be recognised as the pre-eminent body in an area for trail riding and have a voice at Sports Council meetings.

The recognition of local groups was discussed at this point and Brian Thompson said that the Dorset Group was functioning efficiently and should be recognised. This was agreed. The Mid Wales and West Wales Groups were in regular touch with Brian and were functioning as groups and it was requested that the Secretary write to them and ask them if they wished to be formally recognised.

2. Tony Rose, Membership Secretary reported that we had 1735 members at the end of 1987. Tony noted that despite the increase in subscriptions to £10 donations to the Fighting Fund tended to remain constant.

3. Tim Ley, Treasurer reported that financially this was the low point of the year until more members renewed. Regarding Direct Debiting for subscriptions he suspected that we were not yet a large enough organisation. Regarding previous Standing Order arrangements, it was asked that any members who still have one of these can they please cancel it.

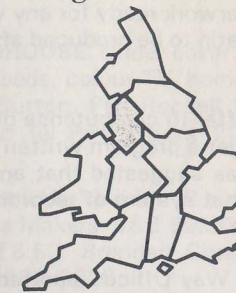
4. Seymour Moss read the Press Officer's report as Steve Harris could not attend. He said that winter was usually quiet for 'anti' articles which so far numbered only three. The Lake District National Park had issued a guidance leaflet which was quite factual to the Rangers and Wardens and he thanked members in the area for their input. Of the dailies, the 'Independent' came out tops with their article on large trail bikes whilst Motorcycle International showed bikes wheelie-ing on the Ridgeway. He was concerned about the potential damage to the cause from all wheel drive machines. Gwyn Thomas asked if the Press Officer normally replied to abusive articles. It was believed that he did where it was brought to his attention although the perpetrators usually ignored them.

5. Seymour Moss read Rosie Marston's Editor's report as she was ill. The Amstrad 1640 is up and running and the next Bulletin (Feb/March) would have the bulk of the text typeset by computer. The printer had a fire on the eve of moving premises

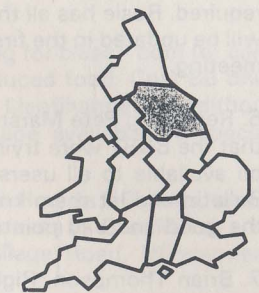
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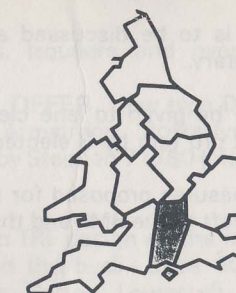
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which delayed the December/January Bulletin. She asked if the Membership Secretary could send out renewals notices earlier as renewal coming at Christmas could be forgotten/lost too easily. Help in selling advertising is still urgently required. Rosie has all the paperwork ready for any volunteers. Local group details will be updated in the first Bulletin to be produced after each Executive Committee meeting.

6. Regarding Pete Marston's offer to computerise green lane data, Alan Kind said that the B&BT were trying to get a program written and he hoped that this would be available to all users. It was suggested that any groups should write to the Bulletin and let them know what system of recording they were using and what the good and bad points were.

7. Brian Thompson, Rights of Way Officer reported that the Welsh Water Board had closed the lower Claerwen Dam track due to over-use by sporting riders and 4 wheel drivers, but had use by permission for TRF members only on certain tracks. Robert Buck of the Cornhill Inn, West Street, Rhayader, tel. 0597 810869 had the keys to the gates.

Brian asked for guidance with regard to relationships with all wheel drivers. After discussion it was decided that we liaise with the 4WD organisations in a effort to educate them in the importance of preserving green lanes.

Brian Thompson went on to say that Bill Riley had applied to upgrade a Bridleway to a Byway but the D of E had said that this was not possible. The B&BT wished to challenge this inaccurate statement in the courts. There was no dissent that we support the principle that if it was necessary to take legal action, money would be earmarked. The Lancashire case had been successfully concluded. There was opposition to the Countryside Commission's 'Recreation 2000' document from farmers and landowners and Brian asked all local groups to support the Countryside Commission in this policy.

Brian proposed to organise a North Region workshop on rights of way, which was agreed. Regarding his proposal to publish a brief guide to Law and Rights of Way Practice, it was suggested that copies be circulated before the next meeting.

8. The location of the AGM is to be discussed at the next meeting and any volunteers to notify the Secretary.

9. Regarding financial help to be given to lane clearance in areas hit by storm damage, this had been agreed pro tem by 3 elected officials.

10. With respect to safety measures proposed for motorcycles by the DoT, Alan Kind suggested that action be left to the BMF and that we offer our support where necessary.

11. Any other business covered; funds for region's RoW work; applying for governing body status within the Sports Council; the stand at the BMF Rally; and applying for Prescribed Body status under the Wildlife and Countryside Act.

ADVERTISEMENTS (Members only — £1.00 for four lines)

ACCOMMODATION

WELSH TRADITIONAL FARMHOUSE. Under cover parking for bikes, room for cars and trailers. Large lounge, 6 beds, colour TV, home produced food. Cost BB only £8.50, BB&EM £13 — Dick Sutton, Pen Rochell Farm, Llanfihangel, Rhydython, Dolau, Nr Llandrindod Wells. Tel Pen y Bont 200. Guide available by special arrangement.

LAKE WINDERMERE. B&B Lock Up Yard for 12 bikes. Ale Houses 20 yards, ample parking. All rooms CTV & Tea Makers. B&B £9.00 mid-season ie. 31st March - 1st Nov. Out of season B&B £8.50. Brendan Chase, College Road, Windermere, Cumbria. LA23 1BU. Tel: 09662 5638.

YORKSHIRE DALES FARMHOUSES ACCOMMODATION. Situated on Pennine Way between Keld and Tan Hill Inn, England's highest pub. Home cooking, garage for bikes, good trails within easy reach, handy for Scott Trail. BB&EM £11 (non-members £12). Eddie and Sheila Whittingham, Frith Lodge, Low Frith, Keld, via Richmond, N. Yorks DL11 6EB. Tel: (0748) 86489.

FOR TRAIL RIDING IN WEST & MID WALES. A 4-berth caravan available on self catering. Situated 40 minutes ride from Strate Florida and Monks Trod. Shops and pub nearby. Ample parking. Guides available by arrangement (weekends only). For details telephone Alan (0559 371101) after 8 p.m.

NORTH WALES TRAIL RIDING. B&B 10.50 per person for TRF Members. Ample parking for cars, bikes and trailers. Also undercover workshop facilities available. Ale houses 100 yards either way! Patricia and Stuart Strong, Glenwood Guest House, Betws-y-Coed, Gwynedd LL24 0BN. Tel: 06902 508.

BRECON. Family run guest house with friendly atmosphere. 12 bedrooms all with washbasins, some with own shower and toilet. Small licensed bar, television lounge, dining room. B&B £8.50 per night. Private car park. Belinda and Barbara Cox, The Beacons Guest House, 16 Bridge Street, Brecon, Powys LD3 8AH. Tel: 0874 3339.

CLOTHING

BARBOUR SUITS, jackets, trousers and overmitts. 10% discount to TRF members.

UNREPEATABLE SPECIAL OFFER. New type Dunlop Safety Wellies, seconds £10.99, p&p extra. R. & D. Armstrong, 'Brekaryl'n', Mellbeaks, Kirkby Stephen, Cumbria LA17 4AB. Tel: Kirkby Stephen 71780 (after 6.00 p.m.).

FOR SALE

T-SHIRTS. White with green TRF design on the front. £4.50 inc. p&p. Your local TRF Group name printed on the back — extra 50p. Cheques made payable to 'Printess', 5 The Woodlands, Corton, Lowestoft, Suffolk NR32 5BZ. Tel: 0502 730899. Order NOW!

WATERPROOF TRF STICKERS. 1½" dia. 10p each. TRF Round Cloth Badges £1 each. TRF 'Visiting Cards' £7 per 100. From: Richard Marshall, 1 Burlington Close, Breaston, Derby. Cheques payable to 'TRF'.

TRF 'SAVING GREEN LANES' sew-on patches: £1.50. David Bonsall, 99 Cobnar Road, Sheffield S8 8QD.

THE BULLETIN BINDERS (plastic) will hold 12 copies £4 inc. p&p. The 'Blue Book' Rights of Way: A Guide to Law and Practice £4. Cheques payable to 'TRF' Contact: John Higgin, TRF Secretary (address on page 3).

* * * * *

1987 XT350 Yamaha excellent condition. Less than 2500 miles £1395, or PX cheaper trail bike. Howard Wadsworth Tel: Goole 860904.

1982 Suzuki ER250. Requires some parts but well worth £70. Howard Wadsworth Tel: Goole 860904.

Honda MTX125 engine 10,000 miles £90; exhaust system £20; radiator £18; carb £10; sump guard £5; radiator shrouds £4; oil tank £3. **XL125R** crankshaft £18. Tel: Pete Wildsmith 0703 617582 (Hants).

Yamaha XT350 D reg. 1700 miles. Completely standard and carefully run in £1295. Tel: Roger 04243 5018 (East Sussex).

XT350 Yamaha extended swinging arm, chain guard (top and bottom), stainless steel brake rod. £75 ono. Tel: Alan Quinney Melksham (0225) 708855.

**COPY DATE FOR BULLETIN 126
25th April 1988**

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STOLEN 5th March 1988

Trail Bike Special — SP370 Engine (no. 108365) RM500 frame. Painted yellow and blue with MXA seat and tank cover with JBS initials on seat. Any information as to its whereabouts to: John Buckingham, 15 Lancing Close, Lancing, Sussex, BN15 9NJ. Tel: 0903 765918

TRAIL RIDERS FELLOWSHIP

Group and Group Rep.

BRISTOL

Ian Hingley
70 Crockerne Drive, Pill,
Bristol. BS20 0LE
Tel: 027 581 4090

CAMBRIDGESHIRE

Glenn Pasco, 12 West Leys,
St Ives, Cambs. PE17 4DS
Tel: 0480 67094

CHESHIRE

Mr M J A Johnson
39 Hawk Green Road, Marple,
Stockport, Cheshire. SK6 7HR

CUMBRIA

Colin Thompson, Crag Cottage,
Colthouse, Hawkshead, Cumbria.
LA22 0JT Tel: 09666 494

DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, 99 Cobnar Road,
Sheffield. S8 8QD
Tel: 0742 748688

DEVON & CORNWALL

Oliver Cook, 35 Drakes Avenue,
Exmouth, Devon. EX8 4AD
Tel: 0395 270104

DORSET

Norman S Howard, Dairyhouse Farm,
Berwick St John, Shaftesbury,
Dorset. SP7 0HQ Tel: 074788 615

EAST MIDLANDS

Graham Chinnery, The Orchards,
Doctors Lane, Breedon-on-the-Hill,
Derby. Tel: Melbourne 810059

EAST YORKSHIRE

Don Burt, 1 Villa Close,
Low Ackworth, Pontefract, W Yorks.
WF7 7NR Tel: 0977 612258

ESSEX

R Short, 78 Gordon Road,
South Woodford, London, E18
Tel: 01 5041 1471

LOCAL GROUP MEETINGS

2nd Mondays
White Hart, Brislington Hill,
Brislington, Bristol.

1st Monday of the month
Brampton Motel, Huntingdon.
On A604 and A1 crossing.

2nd and 4th Mondays. The Robin Hood
Buxton Road, High Lane, Hazel Grove,
Stockport.
Tel: 061 427 6963

2nd Tuesday, Feb, April, June, etc.
Golden Lion, Market Place, Kendal.

2nd and 4th Tuesdays. The Victoria
Hotel, 248 Neepsend Lane, Sheffield.

2nd Friday each month. Rising Sun,
Woodland, Nr. Ashburton. Just off
A38 (grid ref. 789698).

1st Tuesday of the month 8.00 p.m.
Stable Bar behind the Drax Arms,
Bere Regis.

2nd Wednesday. Three Horseshoes,
Hemington, Leicestershire.

2nd Wednesdays. Kettingley Social
Centre, Knottingley.

4th Tuesday. White Boar,
Stanford Rivers, Nr Ongar, Essex.

GLOUCESTERSHIRE

Clive Baxter, 29 Linnet Close,
Gloucester. GL4 9XA
Tel: 0452 507424

1st Monday. Wooton Hall, Barnwood
(off Walls Roundabout).

GWENT

W D Bennett, 14 Coed-y-Pia,
Llanbradach, Caerphilly,
Mid Glamorgan. Tel: 0222 868123

Tuesday. King's Head Hotel,
Pontnewyd, Cwmbran, Gwent.

HERTFORDSHIRE

Paul Richardson, 16 Bronte Crescent,
Hemel Hempstead, Herts.
Tel: Hemel Hempstead 41136

1st Wednesday. Red Lion Hotel,
Radlett, Herts.

LANCASHIRE

Keith Westley, 6 Briars Lane,
Lathorn, Ormskirk, Lancs.
Tel: 0704 893215

1st Tuesday. The Hind's Head,
Charnock Richard, Chorley, Lancs.

LODDON VALE

Don Lewis, Ladybower, Dogmersfield,
Basingstoke, Hants. RG27 8SS
Tel: 0252 616359

2nd Thursday. The Lamb, Theale,
Nr Reading, Berks.

NORFOLK & SUFFOLK

Andy Bedwell, 5 The Woodlands,
Corton, Lowestoft. NR32 5BZ
Tel: 0502 730899

1st Wednesday. The Blue Lion,
North Pickenham.

NORTH MIDLANDS

Ray Morse, 4 Sidmouth Avenue,
Baswich, Stafford.
Tel: Stafford 661543

1st Tuesday. The Jester,
Macclesfield Road, Leek, Staffs.

NORTHUMBERLAND

Dave Vaughan, 15 Seaburn Gardens,
Sunderland, Tyne and Wear,
SR6 8BT Tel: 091 5293202

3rd Tuesday, Ryton Rugby Club,
Ryton.

NORTH WALES

John Mills, 7 Brookfield Drive,
Holmes Chapel, Cheshire. CW4 7DT
Tel: 0477 34425 (nr Queensferry & Mold).

1st Wednesday. The Fox & Grapes,
Chester Road, Hawarden, Clwyd

NORTH WEST LONDON

Roger Newark, 76 Hale Grove Gardens,
Mill Hill, London NW7.
Tel: 01 959 2386

1st Wednesday. Red Lion Hotel,
Radlett, Herts.

NORTH YORKSHIRE

Dave Light, 15 Kingsley Road,
Harrogate. Tel: Harrogate 886278

2nd & 4th Tuesday. Prince of Wales,
Starbeck, Harrogate.

SHROPSHIRE

Paul Kingston,
52 St Michael's Close, Madeley,
Telford, Shropshire.
Tel: 0952 583812

2nd and last Wednesday of month
(except December)
Bell Inn, Cross Houses.

SOMERSET (formerly EXMOOR)

Nicholas Crocker, Sunnymead Farm,
Halstock, Yeovil, Somerset. BA22 9RR
Tel: 093589 261

Last Thursday 8.00 p.m.
Ruishton Inn, Ruishton, Taunton.

SOUTH EAST

Steve Neville, 19 Henley Deane,
Gravesend, Kent. DA11 8SV
Tel: 0474 332785

2nd Tuesday. Pied Bull,
Farningham, Kent.

SOUTH LONDON & SURREY

Brian Wright, 'Little Orchard',
99 Boundary Road, Wallington,
Surrey. SM6 0TE. Tel: 01 669 4214

1st Wednesday. Epsom & Ewell
Football Club, West Street, Ewell,
Surrey.

SOUTHERN (HAMPSHIRE)

Peter Wildsmith, 5 Meynell Close,
Eastleigh, Hants. SO5 4DZ
Tel: 0703 617582

3rd Tuesday. Priory Inn,
Bishops Waltham. B2177
(formerly the A333).

SUSSEX

John Penfold, 'Mariners',
Nyton Road, Aldingbourne,
Chichester. Tel: 024 368 3036
Mid Sussex.

Contact John (every other month
4th Wednesday ie. Feb, April, etc)
Hassocks Hotel, Hassocks,

TEESSIDE

Leo Crone, 35 Flamingo Close,
Darlington. Tel: Darlington 282671

1st Wednesday. The Station Hotel,
Kirby, near Stokesley.

THAMES VALLEY

Brian Read, 208 Old Lodge Lane,
Purley, Surrey. Tel: 01 660 9620

3rd Monday. District Arms,
Woodthorpe Road, Ashford, Middx.

UPPER THAMES

Dave Moore, 5 Whitelock Road,
Abingdon. Tel: Abingdon 29138

Last Tuesday. Lansdown Club,
Milton Trading Estate, Nr Abingdon.

WEST ANGLIA

David Knight, 89 Blackfriars,
Rushden, Northamptonshire.
Tel: Rushden 313816

1st & 3rd Thursday. Scott Bader
Club House (opp. Parish Church),
Wollaston, near Wellingborough.

WEST MIDLANDS

Peter Cookson, 44 Burman Road,
Shirley, Solihull, W Midlands,
B90 2BG. Tel: 021 745 6129

1st & 3rd Wednesday. King George V
Memorial Hall, Stratford Road,
Hockley Heath, Solihull.