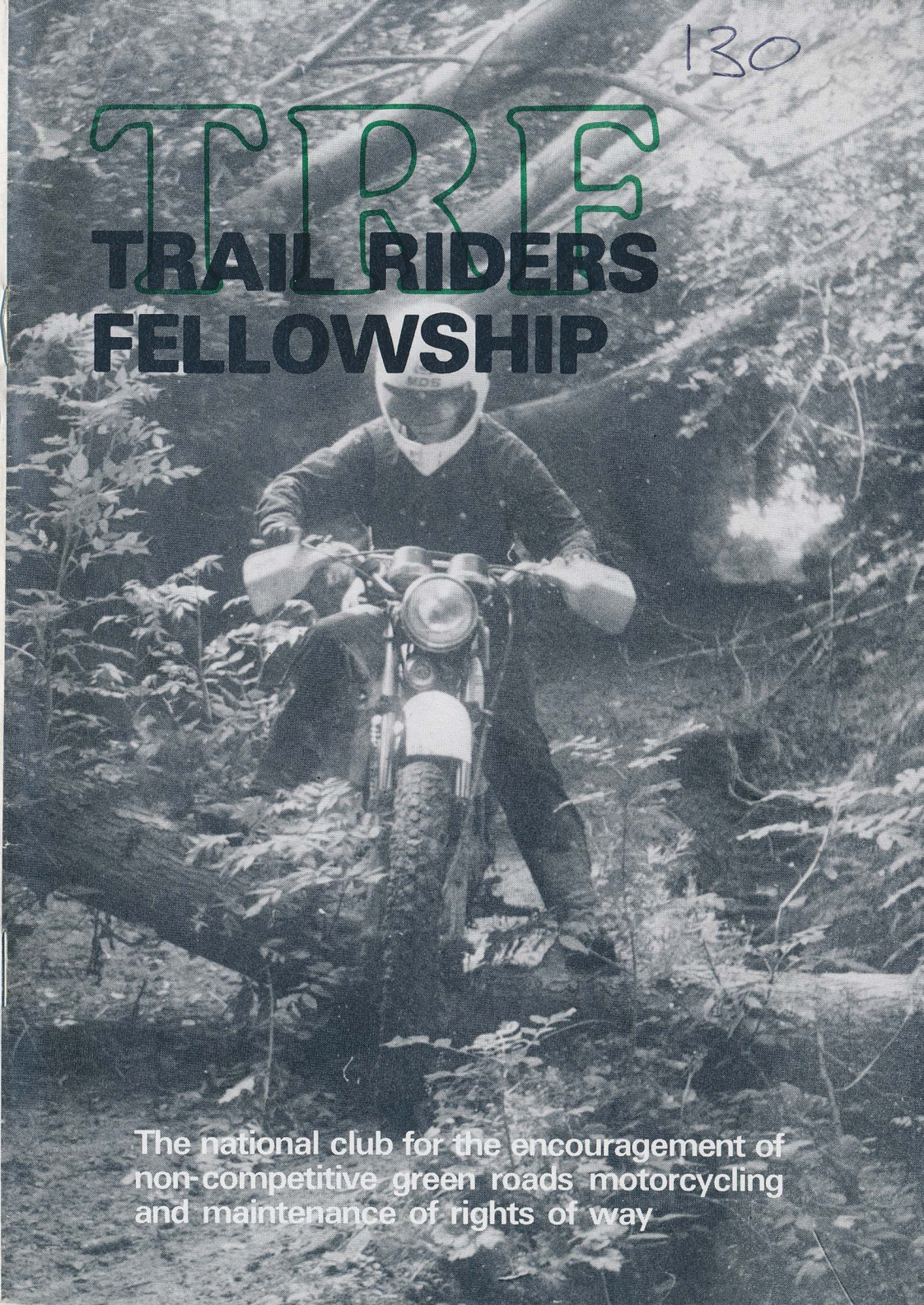


TRE TRAIL RIDERS FELLOWSHIP



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WEST WILTSHIRE

Bill Riley, 141 Bath Road,
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WYVERN

Gwyn James, 18 The Spinney,
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Tel: 0902 763824

1st Wednesday. The Fox & Grapes,
Chester Road, Hawarden, Clwyd
(nr Queensferry & Mold)

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

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

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

2nd Tuesday. Pied Bull, Farningham,
Kent.

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

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

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

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

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

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

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

1st & 3rd Thursdays. The Hollybush,
Gorcott Hill, Beoley, Near Redditch,
Worcestershire.

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

Phone Bill Riley

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

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

TRAIL RIDERS FELLOWSHIP

Bulletin 130 — March 1989

FUTURE EVENTS

APRIL

Details of the 1989 Photo Competition available from John Higgin.

1st Teesside Group Run. Meet 9.30 a.m. Guisborough Town Centre.

MAY

1st Teesside Group Run. Meet Wolsingham Town Square. Contact Group Rep. for meeting time.

20th Executive Committee Meeting 1.00 p.m. (venue to be advised by the Secretary)

Please contact your Group Rep for details of any trail rides in your own area. Addresses at back of Bulletin.

Cover Photo — Anne pleading with a tree not to throw her in the ditch! (See South East Group Run Report in this issue.) Courtesy Ian Roscow

NATIONAL COMMITTEE

Chairman

David J Giles, 22 Ford Lane, Allestree, Derby, DE3 2EW

Secretary

John Higgin, 197 Britten Road, Brighton Hill, Basingstoke, Hampshire.
Tel: 0256 841350

Treasurer

Tim Ley, 17 Heigham Close, Shelton Lock, Derby, DE2 9QF

Membership Secretary

Tony Rose, 29 Anderson Drive, Kettering, Northants, NN15 5DG
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Rights of Way Officer

Brian Thompson, 39 Warren Road, Thorne, Doncaster, South Yorkshire.
Tel: 0405 814388

Editor

Rosie Marston, 4 Surrey Road, Woolston, Southampton, SO2 9ED

EDITOR'S

RAMBLINGS

Judging by the flood of mail every morning, the Christmas Competition met with your approval. The answer was, of course, 'Turtle Wax'. At the time of writing the closing date is one month away, so no news of winners' names yet.

The KMX200 report also brought in it's fair share of mail. As expected there was a 50/50 split in those agreeing or disagreeing with various aspects. Over the years of road testing I have found that two bikes of the same model can often be total different in character as well as in detail and also that the same bike ridden by two different people will result in opposing reports. However, as the KMX200 is proving such a popular model, I think it certainly warrants a Reader Report. Don't send anything yet, I'll be asking those of you with KMX200's to complete a questionnaire later in the year.

If you're wondering why your Bulletin is a bit slim this month, don't panic, I've not run out of articles. This is the new look MONTHLY Bulletin which should, over 12 months give around 25% more information than before, and hopefully that information will be more up to date. I'd love to give you a 36 page issue as before, but you'd need a full time Editor for that no I didn't mean it, honest!

And so finally, as this is the first issue of 1989, I'd like to welcome Dave Giles aboard as our new Chairman and also, on behalf of the membership, thank Seymour Moss for all his hard work as Chairman over the past 12 years. What ever will you do to fill your time Seymour?



Winner of the 1988 competition for the best slide showing Motorcycles in the Countryside was Alan Kind of Gosforth, Tyne & Wear. The winning slide shows a rider of a Triumph Adventurer on the old Roman Road, Dere Street, Near Jedburgh in Northumberland. Alan will receive a Polaroid electric slide processing kit donated by Polaroid (UK) Ltd.

LETTERS

I refer to Bulletin 128 where once again my bike (KLR250) appears to be getting ignored as a trail bike. I quote the last sentence of Editor's Ramblings 'Oh well, I wonder when anyone will bring out a proper 4-stroke trail bike again... If the magazines for the last year are looked at I think the KLR250 is mentioned only once.

Is there something bad about my bike that I haven't found out yet? If there is could someone please tell me. It is maybe a bit heavier than ideal but no worse than the XT350 which has been mentioned several times.

I've been with the newly formed West of Scotland TRF on their two runs to date and on both occasions the bike has come through without letting me down.

Surely there are other KLR250 riders in the TRF — what do they think.

R J Brydon, Glasgow

Yes, what do other owners think. Is there anyone out there with a KLR250 willing to write a report? After all the only way we are going to find out if a particular model is good or bad is if the owners tell us. Regarding 'Ramblings' these are personal views and at 5'3" tall I have a different set of criteria that makes a bike 'proper' for me — Rosie.

As a reasonably new member of the TRF I was at first pleased to accept an offer from Steve Neville and Ian Roscow of the SE TRF group to join them on a trip north to the AGM.

From the beginning of my time with the group, through the message put out by Brian Thompson in the Bulletin, I have become more and more involved in rights of way work, much to my wife's chagrin at times. This has involved purchases of maps (1805 1st edition and up to date issues) and countless books, as well as writing letters to councils, visits to libraries and highway departments not to mention going out by myself looking for lanes.

But nothing puts me off more than people putting down somebody who puts in so much time and effort into rights of way work as Brian does. I cannot see anybody else having done so much for our cause as Brian has and I do not see anybody else being capable of replacing him. It will be a sad day when or if ever Brian leaves the rank and file of the TRF.

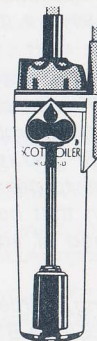
Tim Gooderson, Welling, Kent

PS — Can this be termed a vote of confidence?

May I write in support of Gareth Richards' brave stand and constructive contribution in Bulletin 129.

I have been subscribing to the TRF for a number of years, have enjoyed the magazine, and keenly looked forward to the day I could manage to run a suitable bike. When this time came I sought out my local group.

I have been on two runs only. They were too long and fast for me. I could not find anyone interested in going out locally, and members living near me refused to be friendly in any way. Eventually they discovered that I was also interested in 4WD, and that my job brought me in contact with farmers. (I am a civil servant involved in



Fraser M.Scott.
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occupational health and safety and spectate at 4WD trials; I do not have a 4WD vehicle). This was the end of the road for me. Information on rights of way and about runs were denied me and I have stopped attending. I shall have to seek a group further away.

I have always followed keenly the writings of Brian Thompson, on rights of way and on machines suitable for trail riding, which I have found to be authoritative and of great value and a credit to him. However, I became rather concerned, as a member of TRF, that he was behaving as an unauthorised mouthpiece for the TRF and issuing statements which I felt TRF members could not support. My attempts to point this out to the TRF were diverted to BT (somewhat enforcing the opinion that he was considered to be its true mouthpiece!). I received in reply a screed of vitriolic personal abuse from my fellow member.

I am sure that if all members were fully aware of what is happening, something would be done about it. I am sure, too, that if the reply to me from my club via BT was to be seen widely there would be strong protests and a call for action. The present position is unconstitutional and undemocratic and would be extremely funny if it was not so serious.

I joined the TRF in order to further the pursuit of trail-riding. I am in full accord with the aims and objectives of the Fellowship and wish to abide by its rules. I have renewed my membership for 1989 despite being told rights of membership have been withdrawn from me and the local ostracism, in the hope that I may yet find someone within reasonable striking distance who is willing to go out locally on manageable runs on local green lanes and also to support the TRF in the better things it is doing.

If the groups cannot be brought into line and there is not a more reasonable and fair method of keeping members in touch with what is going on locally and if an unauthorised spokesman continues to be the sole arbiter of TRF policy in public, it is unlikely that my support will continue.

Name and address supplied.

SHARING — The first of a series of personal opinions on contemporary issues

I trust you had a good Christmas and New Year and are now looking forward to your own trail riding plans for 1989.

To those new to the Fellowship having met us at one of the autumn shows or joined through a club evening, *WELCOME* and a word of encouragement. It might just be that on your first rides you find its not quite as easy as you thought it was going to be, if so, don't give up. Just look around for one of the sensible 'old hands', stay in his tyre marks and ask his advice and the required skills will quickly come. I promise you a whole new and exciting world is about to open up.

To those of you who like to do your own thing, Ian Thompson's new book *'Exploring Green Roads and Lanes of Great Britain'* will be a delight and inspiration. I really do hope it will be instrumental in other members planning equally interesting journeys through the UK and then sharing them with us in the Bulletin.

May Group life prosper; it is the backbone of the Fellowship and the basis of our necessary rights of way work. Until I joined a local club it was impossible to imagine

by what a huge margin it was capable of widening my trail riding experience. In my supposedly well known home county the increase was probably four fold and in adjacent counties many times that. Further afield I would probably have done little more than scratch the surface — if that. Now through use of inter-club and national calendar events I have ridden in twenty counties between Devon and the Scottish border and am keenly anticipating extending this number.

Individuals as we are and differing as we might well be in our use of motorcycles to enjoy the countryside we have certain things in common which should bind us together. Would you not agree that:

We want to go on enjoying the opportunity to continue to use green lanes with vehicular rights, as of right, without let or hindrance.

e would like to extend that network of legitimate ways where they have fallen into disuse and disrepair.

To do this I believe we need the Fellowship and this Bulletin as a means of conveying information and exchange of opinion so that we are able to project ourselves effectively on the national scene. I hope that 'Sharing' will become a regular column to that end.

I hope I meet you on the trail!

David Giles, TRF Chairman

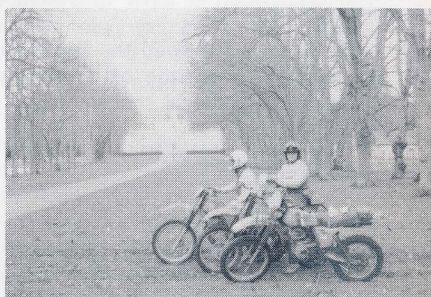
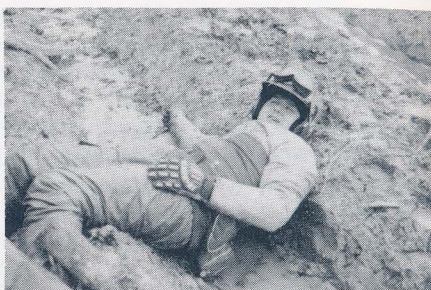
THE TIME WARP RIDE

Last year after some laid back planning by Monsieur Bondar, the day finally dawned and we found ourselves heading to Folkestone to catch the 0730 ferry to Boulogne. A long weekend comprising two full days trail riding in Normandy being the objective. Our group being Bob Williams (KLX250), bearded pipe smoker of some distinction; Peter Bondar (XR600), possible creator of the next European oil crisis; Richard Thompson (Bultaco Frontera 370) 'please fall off again chaps — my video camera wasn't switched on.; myself (XR350), poseur in new enduro jacket; together with Susie, Sally, Annaliese and Jill, our respective better halves.

The ferry crossing was the start of the adventure, very windy and rough with the sea awash over the decks. Richard did a fine job of practicing his video 'special effects' by filming us with horizontal hair styles and standing at 45 degrees to the horizon! We were, unknowingly, sampling what was to be the general format to the climatic conditions over the next few days.

We arrived at 'Le Climate Hotel' in Eureux in time to unload the bikes, explore the town and sample the local 'bier' and wine over a meal — so far so good mes amis!

Saturday morning was overcast and looked to be worsening during the course of breakfast — noted all the other residents had breakfasted and left the hotel early — but we were here for the much enthused about trails, so off we set as planned after both Hondas had taken their due time to start. A 30 mile tarmac ride brought us to Bemay, the start of our route. It started raining as we finished the roadwork but at least we were now programmed to riding on the right. An added bonus for me was the chance to set up the carburettor and bed in new rings and cam chain after a recently completed top end overhaul. We all took on fuel, just to be on the safe side, but really to keep Richard company — his bike, being a large two stroke has a terrific affinity to petrol stations — then proceeded to the first lane.



From the top:

The rider under bike, seriously considers selling his bike to the highest bidder.

Peter at rest — where he fell.

Richard displayed management potential here staying on dry land and supervising the recovery.

A RoW brought us onto the driveway of this palacial residence.

A typical GR — wide well maintained and virtually unused.

(Courtesy Clive Phillips)

A more simple track would be difficult to imagine, straight, level, wide, grippy and inviting. That was until the very first corner. Yours truly slid off to sample the French soil at first hand in 'I couldn't do that again if I tried' fashion. Luckily neither man nor 'beast' was damaged.

The Grand Ranonnes we were using were all well marked (small red and white badges on fence posts or trees), well maintained and very infrequently used judging by the state of the surface. In fact we didn't see another soul on the lanes during the whole two days. The only damage en route was caused by large forestry vehicles.

Peter's XR had now taken over from Richard's Frontera as the bike not be behind due to the smoke it was emitting. An oil transfusion was needed for the road work back to the hotel. More oil was poured into the Honda during the evening fettling session. At least the exhaust wont rust this weekend.

The next day was spent following GRs most of the time as these allowed greater distances to be covered in a given time, or so we thought. The big XR started using more oil than petrol and the forestry area of Normandy we were covering had had a lot more rain during the previous few days. The ruts were full of water and were bike stoppers if not man stoppers as the pictures convey. This proved to be very hot, strenuous but humourous work and when we were not stuck, ditches and logs had to be traversed at the correct tempo if a stop/push exercise was to be avoided.

Thankfully this was punctuated by a lunch stop at a superb creperie we came across in Orbed. We were made most welcome by 'la patron' of the 'Creperie du Manoir' who did a splendid job of reviving us with everything from the locally made cider to the green salad with a hot fried egg on top. Strange but absolutely delicious.

With bikes and riders refuelled and the day getting brighter we set off with Richard avidly videoing all the tracks we rode. One interesting section along a hedgerow turning into a water filled rutted nightmare of a track had the three of us posing for action footage. Why does one ALWAYS try too hard in front of the camera — that's my excuse for doing a real purler and ploughing a furrow with the mouth piece of my full face helmet. Fortunately, again no damage other than a broken helmet peak.

As always happens, the ride ended just as we were getting into the swing of things and all of us could have stayed another few days.

The girls had booked us into a restaurant of some distinction for the evening, so we wined and dined to a very high standard to round off our long weekend. We eventually left at midnight, well after the other customers had left.

The drive back to Boulogne was a necessary if not welcomed journey. With plenty of time to spare we raided the 'supermarché' and loaded up with beer, wine, etc. After the short drive to the ferry terminal we were suddenly confronted with the sight of the ferry disappearing out of the harbour. What was happening, the ferry should still have been swallowing cars? But according to the Harbour Master the ferry had left on time. His answer told us that a certain party of eight adults had survived in France for four days with our watches one hour slow. We were stunned. Not one of us had checked the time and we hadn't watched TV or listened to the radio (they talk to fast for us) and hadn't even noticed the clues — like everyone leaving the hotel before us in the morning, or being the last in the restaurant. Oh well, only three hours to wait for the next ferry ...

But all things considered, the superb riding, experiencing no breakdowns or hurt bodies and being part of a pioneering adventure to be remembered, we all voted it a great weekend.

Clive Phillips, Thames Valley Group

RIDING THE ARMSTRONG MT500

The MT500 is the Army's replacement for the Can-Am 250 and BSA B40 models. The Army's specification would seem to require an all purpose machine equally capable of coping with forest tracks as it can with the autobahns. As this spec would seem to apply to the modern trail bike, the MT500 is of interest. And if you're wondering why the Army need such a dual purpose machine, well, it may be surprising but the Army still require motorcycle Despatch Riders; even in this age of high-tech communications.

In 1988 I spent two weeks in Germany as a member of the TA on my annual 'camp' and was able to observe how the bikes were used and what the riders reckoned to them. I also managed to borrow one for a day.

Don't be deceived by the bike's off road styling, for the Armstrong is basically a road bike with high mudguards, exhaust and handlebars. It not only looks heavy with its big Rotax 500cc engine and its steel framed canvas panniers, it is heavy. The first impressions when you get on the MT500 are how far away the tank is compared to the modern humped tank and how low the seat is. It makes a change to be able to bend my knees whilst sitting on a stationary bike. The seat, however, is very well padded and comfortable.

To start the bike you use the decompressor lever on the handlebars and the left side kickstarter. The only way I could start it up was to dismount and kick with my right leg whilst balancing myself and the bike with my left leg. During all this you're supposed to watch for the white light in the cylinder head to tell you when to let go of the decompressor lever. This was not good fun as the engine was a pain to start when cold, though OK when hot if you held the throttle well open.

The bike pulls well and has bags of power, but to access this power you must not be timid with the throttle as the engine does not rev freely, feeling restricted in some way. The throttle needs a good twist to get the bike going and a lot of gear changing is necessary to keep it in the power band. Once in the 'band' the bike is exhilarating to ride, overtaking with ease and touching 90mph on the straight. The weight ensures the handling is firm and the Metzeler Enduro tyres hold the road well even in the wet.

Serious off roading is very hard work, however, as these same tyres simply don't grip if the ground is wet. This, combined with the need to open up the throttle to budge the bike's inertia provides entertaining riding. On camp it was fortunate that the tracks were dusty and the bike's power could be used without suffering the consequences.

It is not a very user friendly machine in the way that modern Jap trail bikes have developed, although it is popular with the Army's riders. However, most of these are used to B40s and also don't ride off road regularly anyway.

For the general public, therefore, I would suggest that Armstrong take another look at the MT500. I would love to buy a 'British' bike but I would give the MT500 a wide berth. My Yamaha XT350 performs all the same functions, but is a far superior motorcycle.

Gareth Richards, Southern (Hampshire) Group

M GIBSON, INSTITUTE OF PUBLIC RIGHTS OF WAY OFFICERS JOURNAL ARTICLE (BY REQUEST) from Brian Thompson

Use Evidence: Less than 20 Years

All rights of way workers in the public and voluntary sector are familiar with Highways Act 1980 Section 31 – 20 years user evidence in order to establish a presumption of dedication.

One 20 year user is very difficult to find among rambling, horse riding and motorcycle clubs, let alone 8 or 15 years! Presenting under 20 years use evidence at a public inquiry is a dismal prospect because Inspectors tend to disregard and dismiss any witness giving less than the statutory 20 years. Let us therefore examine the legality of under 20 years user.

It may surprise you that as little as 18 months is the minimum admissible per 'Law of Real Property' (McGarry and Wade page 780). 'Law of Highways' by Pratt and Mackenzie says there is NO fixed minimum period of user to presume dedication at common law (page 34). In *R v Petrie* (1855) a period of six years was accepted. On appeal the Queens Bench Division upheld the direction. In *Jarvis v Dean* 1826 (3 Bing 447) a period of four or five years user was accepted and in *Rugby Charity Trustees v Merryweather* (1790) 11 East 375, Lord Kenyon held that six years use evidence was sufficient. More recently *Chivers & Sons v Cambridgeshire CC* (1957) (2QB68) accepted less than 20 years as sufficient.

The number of persons sufficient to give user evidence is one or two per Lord Campbell in *R v South Eastern Railway Co* (1850). Quantity of user is material per *Thornhill v Weekes* 1915 (1 Ch 106). I suggest six is enough to give evidence and cross examination, though more, if available, should be offered. Affidavits can be presented if users are unable to attend and for elderly users an affidavit is vital anyway to preserve their user evidence for many years to come. Such affidavits are normally for those with 20 years plus evidence to offer and cost up to £30 to prepare through a Solicitor/Commissioner of Oaths. Such affidavits must include large scale maps to eliminate any doubts about the way followed. Users with around five years evidence are far more readily available. The witness must be willing to testify use at least once per year, 'as of right' preferably without hindrance challenge or notices from persons capable of dedication ie landowner or farmer. The difference between Section 31 and Common Law is that 26 years MUST be presumed.

The important point to always remember is that it is unwise to rely entirely on user evidence to upgrade a right of way from a lower status to a higher one or create a right of way or where one did not exist on the Definitive Map. This applies especially if no 20 years users are available. It is far better to look at ALL the evidence – user, documentary and physical.

Turner v Walsh (1881) 6 APP Cas 636 wisely stressed the need to look at the whole of the evidence together. In 'Law of Real Property' the authors say that every case is different and depends on its merits and strength of evidence. This I think is the best evidence of all. The obsession with 20 years user is highlighted by demands from North Yorkshire County Council who insist on 8 x 20 years users and Staffs CC who want an incredible 20 witnesses before they will upgrade to Byway status per Section 53 WCA81. No mention of any other evidence requirements! These demands defy common law.

The difficulty in relying on common law (ie under 20 years) rather than 20 years provided by statute is that the burden of proof lies with the claimant. Three or four good 20 years plus user witnesses is a cast iron case that can easily diminish evidence such as Private Carriage Award or lack of Tithes. Relying on Lord Campbells one or two users as sufficient for less than 20 years evidence, is unwise.

Use must be open and observable and the owner should be in a position to reasonably have been aware of such use. The old rule that it was merely sufficient to close or interrupt the right by locking a gate on one day per year still holds sway. A way may be dedicated subject to nuisances such as ploughing and the principle that the public must take the highway as they find it applies.

Fisher v Prowse 1862 'If I dedicate a way to the public which is full of ruts and holes the public must take it as it is.' As many years can pass before a Definitive Map Modification Order is made on a common land way this is important. In some counties Definitive Maps have not been updated for 35 years and the prospect of speedy WCA81 action is poor. Increasingly users must rely on common law rights due local slow progress. There is a very important proviso in Section 31 Highways Act 1980 (as indeed in Section 34 Highways Act 1959 and earlier statutes) Sub-section 9 '... nothing in this section operates to prevent the dedication of a highway being presumed on proof of user for any less period than 20 years ... Parliament thus provides for less than 20 years user. 'Law of Highways' devotes some 40 packed pages to the complex subject of 'Presumption of Dedication'. Crosse's 'Encyclopadia of Highways' also gives extensive coverage and for further reference you should refer to these in regard to user evidence. 'Law of Highways' page 33 covers under 20 years and relies on Woodyer v Hadden 1813 (5 Taunt 125 p137). North London Rail Co v St Mary Islington 1872 (27LA672) and Rowley v Tottenham UDC 1914 (AC95) all accepted very low periods of user, under 3 years, to show acceptance of dedication. Again the stress is on user by the public (not by employees) and 'as of right' not by permission.

I repeat the warning not to rely just on user evidence but to look at all the evidence together ie user under Common Law and Statute and documentary evidence per section 32 Highways Act 1980. On user evidence it is wise to remember the following.

An owner can dedicate a highway limited to certain users. For example a road may be dedicated according to user on foot or horse, despite carriage width of over 10ft. A way may not be dedicated if inconsistent with existing rights and a narrow footpath cannot be dedicated for user by carriages if such use is a nuisance or incapable due to lack of proper width (Sheringham UDC v Halsey 1904) though this cannot apply where erosion or landslip has reduced an existing carriageway. 'Once a highway, always a highway' applies; Dawes v Hawkins 1860 (8CBNS848) perhaps the most famous legal maxim of all.

I think it is sad that less than 20 years user evidence is so often disregarded and dismissed by those in authority who should know better. Claimants should not hesitate to insist for example that public inquiry Inspectors refer such legal arguments to DoE lawyers at the Bristol Directorate where such valid common law is more likely to be accepted.



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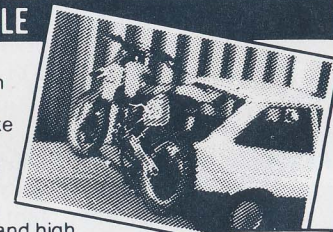


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THE 1988 MONTE CARLO RALLY ... or the masochism of riding a KMX200 two and a half thousand miles in eight days!

by Marion Watt

Many times I was asked 'Why did you choose the KMX?' The answer is that I didn't choose it — I rode it because it was what I happened to have bought recently for trail riding and enduros.

It had only done 2000 miles when I entered. I rode it for a couple of days for my work as a courier, and was worried about a roughness between 4000 and 5000rpm so I booked it into the dealer I had bought it from for a final check. I altered the gearing to 44T rear and then decided to try a 17T front instead of the 16 standard. I fitted a Honda CD175 one which had to be held on with a Yamaha lockplate instead of the Kawasaki one! I bought a new RK O-ring chain but I kept the bike on 428 chain as I had been impressed with the standard O-ring which even after a four hour sandy enduro hadn't even needed adjusting. Lastly I decided to make some extra seat padding!

All entrants were invited to a briefing during the Press Day at the Motorcycle Show where I also managed to obtain some much needed sponsorship from Pirelli and Dunlop. My entry fee had already been paid by my uncle from his business — Hughes of Beaconsfield.

Then we had to present ourselves for scrutineering on the Thursday morning. I carried my luggage in throw-over panniers and tote bag, including a 5 litre Plastican for extra petrol. An engineering friend of mine had made a metal rack to stop the panniers squashing the side panel on to the exhaust.

I was the first to leave on Friday, being flagged away by Phil Read at 11.00a.m. We re-assembled in Dover and watched the ferry depart without us due to a communication problem! We were then sent to Boulogne and that evening rode 450 miles down to the Rally Control at Troyes and then across to Paris. It took me 8 hours; I had got separated from all the other riders, but luckily met up with two of them on the outskirts of Troyes at about 12.30 p.m. they had been to the Control and told me the hotel was in the Rungis area of Paris. I got there at 2 ish. The rest of the British arrived at about 4.30; and only had 2 hours sleep, as they were awoken at 6.30 a.m.

We didn't know it then, but we were in for a very long hard day. By midnight I was so tired I crashed. Luckily the bike was OK — the handlebar muffs had saved the levers, and I was nearly OK. I was able to carry on and finally reached the Parc Ferme at 12.48 a.m. As I didn't have my own back-up van (which turned out to be a major problem) it took me over an hour to find someone to take me out to the Police training hostel where we were to stay that night. I was in a daze of fatigue, pain and depression.

However, things didn't look quite so bad in the morning and we had a shorter day's riding. The previous day I had realised that the KMX was not as powerful as it should be when, despite getting a reasonable start in the road race, I had been overtaken by virtually all the field before the first corner!

On Sunday we started with an hour in the Assistance Park. I took the carb off, it looked OK but I did notice that the bit of throttle cable which activates the KIPS was sticking. I WD'd it and thought 'hooray — the bike'll be OK now. . Unfortunately, it didn't take me long to find out that it was still just as bad. During the next two days it got more and more sick. On Tuesday it became so bad that it was down to 20mph

going up a hill in one special closed road section and I was almost crying with frustration. On the flat it would only manage 50mph. When I got into the evening Assistance, two of the British people decided to see if they could effect a temporary repair. This they did while I went off to the Control to see if a parcel had arrived from Kawasaki UK. I had asked for them to be contacted by MCN who were faxed on Sunday night. When I returned, Bob and Mick sent me out for a test ride. The bike was so much better — so much so that unfortunately I hit a car! It was about 9.30 p.m. before I got to the Civic Hall where our meal was that night, and I was very much in need of a drink!

Wednesday saw horrible weather. Really heavy rain, although it eased for a while at Ledenon where we had our second road race. On Thursday, we raced at Paul Ricard and the sun came out. Friday was the only day I enjoyed!

We all hoped for an easier end to the week, but no chance. Saturday was the toughest day of all. We spent it doing a series of short tests in the Alps. The times were very tight and in the afternoon I was unable to stay on time. The pressure of that last day was immense, because all of us who'd got that far, desperately wanted to finish the event. The first time I was able to relax was when I saw Monte Carlo and the Mediterranean spread out below me. When I came into Monaco, I became happy; when I got to the finish I became ecstatic!

We all attended a prize giving that night and some of the Brits went off to the Casino afterwards. With beginners luck, two of them won.



Eight days of sheer hell and she's still smiling!

In the morning I decided to phone up the RAC freephone number to see if they could help to get me home. I explained that although the bike would run it was lacking power. The English speaking receptionist rang me back and offered to give me a hire car on Monday morning, pay for the hotel that night and arrange garaging and shipping of the bike. I thought this excellent but as I was not at all well and didn't fancy staying on at the hotel by myself, I went to Nice to see if I could get on a Motorail trail. Luckily I could, so the bike and I travelled overnight towards Calais where I caught the midday ferry and was home in the late afternoon.

The bike went into the dealer. It turned out that the power valve was not broken, but only carboned up. Then I remembered reading that KDX's carbon up a lot; but I just hadn't expected this problem on a bike so new. Next time I notice the power dropping off, the mechanic is going to show me how to do the job. I've also asked him if he can get me a workshop manual. The bike also went through brake pads quickly.

In 1989 I would like to do the Rally on a big trail bike. Possibles are: Honda 600 Dominator, XT600, Transalp, 250TDR or BMW GS1000, The classes are in the following cc brackets: up to 125, 250, 600, 750 and unlimited. Each cc bracket is divided in road or trail.

The trail bikes and road bikes came out very evenly matched. The time the trail bikes lost on the three road races they had a good chance of regaining on the 30 special tests. The closed road sections early in the week favoured the fast road bikes, but when we got to the Alps the trail bikes really came into their own. One test had about 2 miles of deep gravel! It became apparent why dual purpose machines like the Transalp and TDR are so popular in Europe; even though they seem strange to our English eyes.

By the way, has anyone tried a TDR trail riding yet?

COUNTRYSIDE CONFRONTATION

The Place: On a green lane, somewhere high in the north Pennines.
The Players: A family of four walkers — clad in heavy boots, gaiters and serious walking clothing.
Twelve members of the BMW Club on a day's alternative touring.

Geoff Wilson, BMF Director for External Affairs was one of the 12 and he tells this tale just as it happened.

Scene 1 — (on the way up the fellside trail as riders meet family of walkers coming down).

Walker (angrily, in passing): *'Why don't you lot stick to the road where you belong?'*

Motorcyclist: *'This is a road; we belong here.'*

Scene 2 — (about 1 hour later as motorcyclists return down the same track, their way having been blocked by drifted snow as they catch up again with the family group.)

Geoff Wilson (riding alongside the first walker who had diligently refused to move off the road as he approached behind her): *'Excuse me please; was it you who made the rather angry comment to one of the group of motorcyclists as we passed you earlier?'*

Walker: *'Yes it was. You should stay on the road where you belong.'*

GW: *'But we are on the road. This track has full vehicular rights. We have as much right to be here as we have to be on the A6 or M6 motorway.'*

Walker: *'Oh, push off. I cannot stand your exhaust fumes. They destroy the birds and the plants.'*

GW: *'Bear with me a few moments. I suspect you came to the start of your walk in a fire breaking automobile ... passing a lot of birds and plants on the way. Maybe even the ones in my garden.'*

Walker: *'Yes we did; but we were on a ROAD then.'*

GW: *'But we are on a public road now. As I said we have as much right to be here as we have to be'*

Walker: *'Yes I heard you the first time. Please go away, I don't wish you to be spoiling the same bit of countryside that I'm walking in.'*

GW: *'But it would be much easier for you to go away. You see, you have about 100,000 miles of countryside right of way to walk on. Us? We have just 5,000 miles of unsurfaced byway to ride over in the deep countryside. If you insist on walking on a byway you should expect to meet a motorcycle or landrover now and again. If the prospect so appals you then I suggest you stick to the 95,000 miles of right of way which I have no right or wish to ride over.'*

Walker (pinching nose): *'But THIS is the Pennine Way. A place for walkers, not motorcyclists.'*

GW: *'Forgive me for persisting in riding alongside you for so long, but this was a road open to traffic long before the Countryside Commission designated it a long distance path. Wouldn't it be better if you asked the Commission to divert the Pennine Way clear of the stretch of public road which it also uses. Don't place the Pennine Way ahead of the status of the road. It is the other way round.'*

Walker (now looking very red faced; either through rising blood pressure or lack of air through prolonged nose pinching): *'Oh, do go away. Just go ride in a quarry or on a slag heap.'*

GW: *'But such places are no more attractive to us than a pedestrian precinct is to you. I wouldn't wish you to be banished to such places. Even heavily populated Britain is still large enough to accommodate the leisure needs of both of us. Just look at the vastness of a small part of which we are looking over now.'*

2nd Walker (husband of first): *'Go away. Don't bother my wife any more. Can't you see you are affecting her.'*

GW: *'I'm sorry about that. I've given no cause for offence. We've ridden carefully, quietly and without ploughing up the countryside all day. We've really enjoyed it. Any offence you feel is just your rather closed mind. Let's enjoy our leisure together. I'm sorry that you cannot enjoy yours with a more open heart. Goodbye.'*

Motorcyclists ride quietly by.

Walkers: (Silence).

BOOK REVIEW by Rosie Marston

Title: EXPLORING GREEN ROADS AND LANES OF GREAT BRITAIN
Author: Ian Thompson
With foreword by Lord Strathcarron — Patron of the TRF
Publisher: Haynes Publishing Group
Pages: 143 (hardback)
ISBN: 0 85429 691 3
Price: £12.95

I know the Ramblers Association are the arch enemy of trail riders, but so desperate are they in their cause to stop green laning, they even tried an 11th hour 'assault' on Haynes to stop it being printed. A copy of Ian's book was sent post haste to the chairman of Haynes in the USA who, not surprisingly, couldn't find anything to substantiate the RA's complaints, so thankfully the presses rolled again.

Remarkably little has been published about trail riding and comparatively few people know much about Britain's network of green lanes; some of which date back to prehistoric times. Therefore, Ian Thompson's book, the first of its kind on the exploration of green lanes by motorcycle, is a welcome addition to the library of bike books.

The author is well known in TRF circles and was, until recently Membership Secretary, after which he concentrated on his long distance green laning. Ian's enthusiasm is so self evident that it will encourage others to explore these forgotten byways themselves. He has a gentle yet very readable style and I was soon absorbed in his tales and anecdotes from his own early trail riding days; you forget even experts had to start somewhere. An earlier chapter giving a lengthy, though not too technical, explanation of the existence of green lanes certainly answered my questions of how they came to be there.

This is not just a route guide to green lanes, as it does give much information on how to start, what machine is most suitable, what to wear, etc. Knowing Ian's trail mount bias anyway, I was pleased to see that he is able to put across the views of all types of bikes — specialised or not, in an objective manner. Ian is keen to point out that this is the sort of book you can tell someone to read if they ask 'well what is trail riding all about?' Indeed, having seen the original idea for the cover and seeing the finished result — which is completely different — even this invites you to enquire further.

The main bulk of the book covers Ian's long distance green lane journeys — Dover to Lands End, then his north/south ride. These are dealt with in day by day detail, with chapters broken down into the areas of the countryside he rode through and illustrated by photographs of lanes typical to the particular area. For those who wish to explore further, appendices provide map references to enable the reader to follow the author's routes; though I hope you won't all ride along them at the same time!

Of course, the wealth of photographs are an obvious point of interest. I believe nearly all the photos were supplied by TRF members so there will be an avid readership there scouring the photos for pictures of themselves. Considering most of the photographs are taken by amateurs, in many cases using inferior equipment for fear of breakage, the quality is excellent, both action and static. However, I did object (mildly) to being described as a 'lad' when I saw myself amongst the shots. The

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EXPLORING GREEN ROADS AND LANES OF GREAT BRITAIN

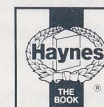
by Ian Thompson

The first book about the exploration of Britain's green roads and lanes written especially from the motorcyclists viewpoint. An ideal book for those who wish to use these routes and obtain maximum enjoyment away from tarmac surfaces, yet without offending land owners or running foul of the law.

Price £12.95

- ★ Exceptionally well illustrated with an 8 page colour section
- ★ Written with an infectious enthusiasm and containing advice that even the hardened rider will appreciate
- ★ Detailed routes that are easy to follow with an appendix providing grid references for two of the routes
- ★ Outlines a code of conduct so that offence is not caused to the anti-motorcycling lobby or those who care about environmental pollution
- ★ A graphic account of riding England's longest green lane, from Dover to Land's End
- ★ Written by an enthusiastic TRF member and therefore based on sound, first-hand practical experience
- ★ Large format size (270 x 210mm) with a bibliography for further reading on the subject.

All these books are available from leading Bookshops, or in case of difficulty direct from the Publisher. Please send Cheque or Postal Order with Orders, adding £1.00 (overseas £4.50) per book to the published price to cover Postage and Packing. Price correct at press date.



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colour centerpiece, a montage of photos from Ian's long distance ride, complement the many B&W photos well.

This is an entertaining book that not only informs the reader but also shows the humorous side to trail riding — an aspect so often forgotten in the constant struggle against continuing lanes closures.

SOUTH EAST TRF GROUP RUN REPORT

Run reports for the South East Group are not as easy as they used to be, after all how can one person report on more than one group at a time? Still, shouldn't complain about being popular. Sunday morning was fine and saw over 20 (I can't count reliably above 20) people with machines congregating in Crowborough station car park. We split into three groups, Less Lodge taking the 'early birds', Nick Moon taking the 'experienced' whilst I look the 'cruisers'.

Who was there? I have trouble remembering but a quick rundown would be Les, Nick, Samantha, Anne, Pete, Alan, Chas, Sean, Neil, Rik, Roger, John, Sandy, Bryn, Geoff, Mark, Jeff, Dave and two or three others whose names I have forgotten (apologies) plus myself.

Besides the large number of solos that turned up, Nick's group was also accompanied by two outfits. One was Nick's own, passengered by his sister Samantha, the other being Pete's new creation which I think was out for the first time, passengered by Alan (he of the Welsh hill speed descent record, with and without bike). Everybody was interested to see how they would cope with these lanes, generally regarded as the most 'technical' of the South East area. Time would tell ... Also with us was Sandy on his 800cc BMW, the compleat gentleman's trail bike.

We decided to set off in different directions in an attempt to keep a low profile, well that was the idea. I haven't managed to do this run for over a year, so I managed to lead my group into the first lane which was well blocked with a fallen tree. Yes, the October 87 storm is still with us a year later. About turn, in a smelly quagmire of course, and onto the next lane. Well, it wasn't long before we bumped into the outfit group. It seemed our plan was going wrong already. We held back to let them get away, then carried on to a short little lane that hasn't been ridden for a year or more judging by the under (over?) growth and the barbed wire 'gates'. This lane proved more difficult than it looked — beneath the long grass it had a hard surface which would make a ploughed field look smooth. If you stopped, which we had to for the 'gates' then both wheels would drop into holes the edges of which the grass would then lubricate — it looked so easy, too. Still, we struggled to the end and carried on to the Inchreed lane, where we met the outfits again. I think this is where Pete's outfit gave up by ripping out the rear sprocket bolts. Better luck next time Pete.

Our group carried on and did the rest of the southern lanes without mishap, and finally met up with the outfits again on the lane before lunch, Holme Park. Here Nick's outfit was found (nearly lost) in hub deep clay. This was the bad stuff, the sort that doesn't want to let go, and the outfit was well stuck. Concerted effort finally moved it, but the clay nearly got John's welly in exchange! Then followed the solos. One route seemed quite successful so we all went that way, and then stood back to let Sandy through on his BMW. Now Sandy is not known for pussyfooting around

and he went for it! So what if there was a tree stump along the preferred route, Sandy wasn't going to let that deter him, sheer momentum and power made the way clear with no great effort on his part. Those BM's when ridden properly are awesome, I just don't want to be around when one DOES get stuck, 'cos that will be a serious stuck!

So once again letting the outfit group get ahead of us, my group set off. In a gesture of great generosity I let Anne lead for a while, who, a few hundred yards later, encountered a fallen tree, and Anne and fallen trees just do not get on. So Anne got off in a manner Chouchounova would have been proud of! The usual finish is for Anne to be under her bike at the end, but this time, after a somersault or three she ended up relaxing laying on top instead, very casual. No harm done but a sprained thumb so we carried on to lunch. I later heard that Dave had taken a tumble here as well and had had to retire hurt. A bad habit that, Dave.

The Kings Arms in Rothersfield had been chosen (by me) as the lunch stop for the day, I just wish that I had checked the food prices before. Still, no one seemed to go hungry and even a herd of bullocks came to keep us company in the beer garden. The weather was getting better all the time, the sun was out and the temperature was just right. We lazed around for a while, eating drinking and making merry until it was time to go.

The afternoon consisted of just six lanes in about seven miles, but they took about two and a half hours to complete. This is not to say they were difficult, just a bit technical. The storm has left some serious damage which is occasionally only just passable with group effort and one lane in particular, the one passed Bletchinglye Farm, proved impassable for the outfit and BMW who had to turn back. This was the only lane on which we encountered Les's group, who were coming the other way and were kind enough to help us over a fallen tree. Thanks lads! The lane through Green Hedges Farm was notable for the fact that the farmer came and held the gate open while we crossed the lower part of his lawn, no comment! On through to Entry Hill where my group had gone on ahead of the outfit group. We had to lift our bikes over a fallen tree, while the outfit group took a short cut and were unknowingly ahead again! The river at the bottom of Entry Hill was very low and there was no trouble there. On to Redgate Mill Farm and we had caught up with the outfit group again, but unfortunately a wash out had caught out Mick and Samantha, they had overturned and had trapped themselves underneath. They were quickly extricated, but had to sit down for a while to recover. I think they were both becoming very tired by now but there wasn't too far to go and they were soon off again. Anne was finding that her thumb was becoming very painful and found this rocky lane particularly hard going. After one more easy lane it was back to the car park and then home.

I think I will remember this run for the large number of friends that came along, the challenging lanes and the fact that there was to my knowledge only one mechanical failure. My congratulations to Roger, who I hope won't object to being called a relative novice, who did very well with no dramas and no breakdowns and Rik and Neil who didn't fall off at all — a record I believe!

Ian Roscow, South East TRF Rights of Way Officer

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L A T E D A T E S

Sunday 19th March 1989 - Exec. Committee Meeting (venue contact John Higgin)

BMF RALLY - 21st May 1989 TRF Stand theme to be 'outfits'. If you have a trail outfit and would like to display it on the stand, please contact Dave Knight, West Anglia Group Rep. Address at back of Bulletin.

TRAIL RIDERS FELLOWSHIP

Group and Group Rep

BRISTOL
Richard Tallon, 5 Danvers Road,
Corsham, Wiltshire
Tel: Chippenham 715426

CAMBRIDGESHIRE
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Lowestoft, NR32 5BZ Tel: 0502 730899

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

Local Group Meetings

2nd Monday of the month 8.30 p.m.
Tennis Court Inn, Deanery Road,
Kingswood, Bristol

1st Monday of the month.
Golden Bull, Boxworth. Off A604
North of Bar Hill

2nd and 4th Mondays. The Robin Hood,
Buxton Road, High Lane, Hazel Grove,
Stockport

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
Centrel, Knottingley

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

1st Monday. Contact Group Rep for
meeting place.

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

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

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

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

Hunters Lodge Inn, Priddy, Nr Wells,
Somerset (ring Gwyn for meeting date)

1st Wednesday. The Blue Lion,
North Pickenham

3rd Tuesday. Ryton Rugby Club, Ryton

W A N T E D !

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BULLETIN EDITOR

It is with much regret that I must inform you all that I must stand down as Editor of the TRF Bulletin with immediate effect. Due to a change of career, which will mean me working away from home much of the time, I will no longer have the time to devote to producing your magazine.

Therefore, we need a replacement, to at least see the TRF through to the AGM. Do you think you could do fill the post? It is demanding work, but the results more than compensate for that. To see raw copy turned into a printed booklet has always given me a great sense of achievement.

As Editor, you will be responsible for all aspects of the magazine, from deciding what goes in and where to liaising with the Membership Secretary to find out how many mags to get printed then dealing with the printer to get the work done and make sure that he sends them out to members on time. An ability to type, or to be able to get typing done on a regular basis is essential.

You will have the use of the TRF's Amstrad Computer and printer (PC1640 and DMP4000) which I can arrange to deliver to your door. I will give instruction on how to use the word processing system and the coding system for typesetting. Don't panic I'll give every help and assistance both before and after you take over whenever necessary.

How much time does it take up? As much or as little as you want. It depends on whether you want to write stuff yourself or are just content to edit members' articles. If you're interested in the post of Editor then time won't be the limiting factor, believe me.

If you feel you would like to take on the post, please contact me for more information.

Rosie Marston, 4 Surrey Road, Woolston, Southampton, SO2 9ED
Tel: 0703 420813 - after 7.00 p.m. or at weekends.