



TRAIL RIDERS FELLOWSHIP

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

Issue 5



Come on Dobbin - Keep smiling it's only the TRF

SHARING

JANUARY / FEBRUARY

A great deal has happened in the last year; a year which may prove to be significant in the annals of the *TRF*. Briefly I wish to report on a number of issues and then - more importantly - to look forward to what I believe we must be concentrating on in the future.

LOOKING FOR THE WAY AHEAD: Initially I continued to converse with a number of well-informed people in an endeavour to see the best way forward for the *TRF* to fulfil its mission statement of 'Riding as many, or more lanes in the year 2000 as now'. Basically the response was 'Maintain your reputation, win friends and seek to influence others'. So we have extended our rights of way activity, spoken to a wide variety of other bodies and maintained a very effective presence within MOLARA. Regionalisation of *TRF* groups continues so that we may extend our influence and gain financial aid - and the evidence suggests that this is paying off.

OVERCOMING PROBLEMS: Inevitably there has been some firefighting. Feelings were running high on a number of issues last year - all of them sincerely held - but requiring time and energy to resolve. We have struggled to maintain our vital communications link with the membership with the loss of two Editors; resolved by the introduction of a monthly Newsletter. Then Brian retired early and took a new career, and we have had to totally overhaul our ROW staffing. As a direct result of these events it is clear that in future we must look to much greater team effort than we have in the past.

RIGHTS OF WAY ISSUES: Have been significant, we backed and won the Riley case, we have initiated action against TROs on the South Downs Way and the Ridgeway. We came out well at Winchester and we have nine liaison officers working in the major National Parks and a team of five willing to take over Brian's old role. To date we have gained real value for money from our

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membership to MOLARA. We are currently undertaking a major ROW survey in conjunction with the C.C. which we must finish. That is a priority!

ADMINISTRATION: A workable Constitution has been adopted by the '89 AGM (which has been distributed to everyone). Executive meetings are 'sharper' and there is an improved financial over-view. However, we need to encourage more groups to accept they have a responsibility as well as right to send their views to Executive meetings via their representative. Executive meetings are NOT Talking-Shops, they are the minimum number of occasions in a year in which business essential to the continuing welfare of the TRF is discussed; at them ESSENTIAL decisions are taken which effect us all.

HAVING FUN: We all joined the TRF to ride and have fun and I am making a conscious effort to maintain grass roots contact through riding; so let no members say of the Executive 'They enjoy talking, so let them get on with it'. We want to ride too, make no mistake about that. Which brings me to the crux of my perception of the future.

OUR GREATEST DANGER: I believe that the greatest current danger for the TRF comes from within. I am prepared to promote and defend the Fellowship, but only where members adhere to our code of conduct and are prepared to put something of themselves back into the organisation. In this I represent a growing body of TRF opinion.

GOALS: We need to move towards three objectives in 1990:

- 1) To gain a growing number of members who will accept short specific tasks - a limited commitment - and do them.
- 2) To encourage the growth of the 'model' Trail Rider, one who is capable of finding and protecting the old road system for him or herself.
- 3) To help our cause by promoting more runs for small parties who are exploring and noting the state of the old roads - we should ride all the lanes in our area at least once in a year.

THE LEADING EDGE: If we achieve these objectives for the most part then I believe we will have continued to do what helps us most; maintain our reputation, win friends and influence others. See you on the trail.

David L Giles
(National Chairman)

RIGHTS OF WAY GROUPS THEIR MANAGEMENT, MOTIVATION AND DEVELOPMENT

How we can better organise our local group will be the subject of a proposed TRF Workshop in Derby, on 7th and 8th April 1990.

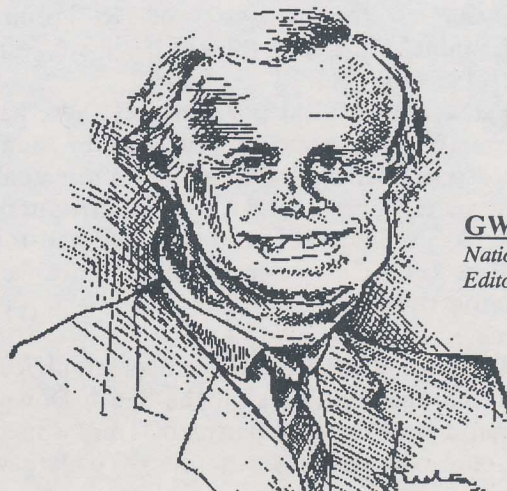
The programme is not so much about ROW as about how we motivate and organise group members and activities to meet agreed TRF aims.

Helping us to clarify what we want to do and how to go about it, will be contributors who normally work as Consultant to commercial organisation on; business and marketing analysis; assertion and negotiating skills; leadership and team building. Through personal contact with our Chairman they have agreed to come for a fraction of their usual fee.

The necessary fee to cover our costs for a residential weekend is anticipated to be about £45 each, less if we can negotiate grant aid.

In creating this opportunity the Executive hope that it will attract 2 or 3 reps from each Group that feels that it would benefit from this kind of input.

If interested, please register your Group and gain further information by writing to: Mrs Paula Giles, 22 Ford Lane, Allestree, Derby, DE2 3EW.



GWYN THOMAS
National Press Officer &
Editor

Letters

SUPER MOTO

It looks quite spectacular: riders on modified motocross bikes sliding on the tarmac of a race circuit, drifting onto mud and shale at 80 m.p.h. Super Moto is really rallycross, and I tried it almost by mistake.

I went to watch at Langbarough last July, and got lent a bike to have a go! I was last in every race, but I was hooked. I have continued to be last in every race, but I am improving! Like many of you, I'm sure, in my younger days I dreamed of road-racing, and although the years have brought some measure of caution, the hankering for being let loose on a circuit still remained. As a trail rider, I found it easy enough to ride the dirty bits, although getting quick is not so easy. At least I haven't eaten any dirt yet! And as for the tarmac bits - well, brilliant! Not having done any road racing before the Super Moto, I'm far too slow on the corners, but the exhilaration of trying gives me a real thrill!

If, like me, you basically enjoy riding bikes because they go fast, and you've done a bit of trail riding, then you're an ideal person for next year's Trail Bike Challenge!

Since I would very much like to have someone to race against, I hope this class will attract some "slower" people. I have a Yamaha TDR 250, which is great fun on the tarmac bits but rather a handful on the dirt, and a Kawasaki KMX 200 which is a bit underpowered but more manageable. I wouldn't mind having a go on something like one of the older XT600s (not one covered in plastic) - any offers?

The open solo class is unlimited, and most riders fit road wheels with roadrace wets or special tyres to their tuned motocrossers. Often better brakes are fitted, and lowering the suspen-

sion is another common mod.

The Trail class has been introduced as a less expensive way to try the sport, and the organisers intend to be strict about eligibility. Enduro bikes will not count as trail bikes (although they can be entered in the unlimited solo), and road legal trail-type tyres must be used.

Motocross clothing as per ACU regulations is required. I haven't got 1990 regulations yet but 1989 stated helmets with silver stamp, leather or motocross jeans, ACU approved flame resistant jersey, motocross boots and gloves. Roadracing leathers are also acceptable. In the paddock you see funny combinations of riding gear - indeed I wear my road leather jeans with my mx knee pads and my enduro body armour under my normal road leather jacket.

A national motocross licence is necessary; for which a medical is required. If you already belong to an ACU club and have a trials and enduros licence, ask your club secretary or the ACU for a medical form for your doctor to fill in. If you need to join a club, contact the ACU at Miller Houses Corporation Street, Rugby, Warks. CV21 2DN, phone 0788-540519, for details of suitable clubs in your area. There will be a charge for the medical. I went to see my doctor for a routine matter, took a fiver out of my pocket and asked him if he'd mind filling in the form; but if you book an appointment purely for a medical it may cost you up to £25. The licence fee was £17 last year, and it covers me for national trials and enduros too. For no extra cost I have also got a novice road race licence, and if I so desired could have a restricted grass-track one.

Further details and regulations from Bernard Conche of Euro Racing Ltd., Bere Farm, Wingham, Somerset TA20 4JQ, tel. 0860-722120.

Also of interest to trail bike owners is the Moto 1000 Rally. You may have seen the feature about in the T & MX of 8.12.89. It is to be held in the North East from 5th-8th April and will be a bike version of the RAC Lombard Rally, with special tests in forests and on private roads and race circuits. Only approved trail bikes under 5 years old will be eligible. Further details should be available from the ACU, as above.

*Marion Watt
36 Cliff Close
Seaford
East Sussex
BN25 1BW*

Tel: 0323 899958

So "Murray Evans" thinks he "couldn't wait to HIT the first rough track" when riding his "OFF road" motorcycle. That just goes to show that you shouldn't put too much faith in any utterance by an advertising man. Perhaps it would have been fairer to tell us all that he is no ordinary TRF member.

Yours on road.

Bob Weight

DAVID PURDIE WEST SCOTLAND TRF

It is with great regret that we have to announce the death of David Purdie of the West Scotland Group. David was killed in a four-wheel-drive vehicle and the deepest sympathy is extended to Davids relatives and friends.

David, who lived in Windward Road, East Kilbride will be greatly missed.

Letters

A recent piece in the Daily Telegraph indicated that the AA believes "green lanes" should be used for non-motorised users only.

I wrote to the AA saying that I felt they had no business getting involved, and pointing out that it is ridiculous for me to spend £60 odd per year on the AA breakdown service, whilst the other hand writing a cheque for £15 to the TRF, if the former is appropriate of the latter.

A copy of their reply follows. I wonder how many other TRF members are also AA members?

Chris Wright.

Dear Mr Wright

Thank you for your letter of 1st January 1990.

For many years, indeed, from the original reviews of these rights of way and rather more since the controversy over the Ridgeway first arose, the Association has been pressed to take a stance on this matter of vehicle access to 'green roads'. We have hitherto taken the view that a vehicle right of way should not be lost without good reason. This stance was taken against a background of green roads that were generally unusable by vehicles for much of their length but which did, or might in the future, give access to leisure facilities. These might be fishing, or merely to park a vehicle in order to continue on foot.

In recent years the background has changed, as you know. off-road vehicles, two and four wheeled, are widely available and ownership and use is increasing. Conflicts, therefore, are much more likely to arise, particularly in 'amenity' areas where the use of motor vehicles is often questioned.

Because of the interest now aris-



ing a study of adult opinion was made for the Association earlier this year. This showed a 71% in favour of a restriction on use. The reasons given for taking this view, in general, related to personal safety, preservation of the environment and the use of the countryside for walking. It will be wrong for the Association not to take note of these views. We have concluded that where conflicts arise, they ought to be resolved in favour of non-motorised users.

The Association accepts that there is a responsible face to off-road driving organisations, in the codes of conduct which their members observe. It has to be recognised however, that there are users of vehicles on green lanes who are not members of any recognised group and who neither know of or care for codes of conduct.

There is now an increasing need to address the overall question of the use of green lanes so that their use in the future does not generate unacceptable conflicts between users.

Contrary to the impression that some media reports have given, it is not the intention of the Association to campaign on these points at the present time. Neither is there any intention to suggest that there should be a total ban.

Yours sincerely

S Stewart (Mrs)
Senior Assistant
Highways & Traffic
Public Policy Department

LANCS TRF RUN DATES

Feb 11	9.30	Settle 818638	Sheet 89
March 11	9.30	Sedburgh 659923	Sheet 97
April 8	9.30	Glossop	Sheet 110
April 14-21		French Trip	Write for details
May 6	9.30	Tenby 617048	Sheet 91
June 10	9.30	Settle 818638	Sheet 98
June 23	9.30pm	Settle 818638	Sheet 98 NB. Night Run
July 8	9.30	Pately bridge 159655	Sheet 99
Aug 12	9.30	Skipton 988515	Sheet 103
Sept 9	9.30	Bowness 398959	Sheet 96 or 97
Oct 7	9.30	Hawes 877898	Sheet 98
Nov 11	9.30	Newsholme 841517	Sheet 103
Dec 9	9.30	Steele 818638	Sheet 98
Dec 22-29		Christmas on the trail	write for details

Groups wishing to visit the Dales for a weekend are invited to write,

Tim Stevens, Chairman Lancs Group
101 Square Lane, Ormskirk, Lancs LA0 7RG

BOOK REVIEWS

(Tim Gooderson)

While browsing through a bookshop in Fleet Street, London not so long ago, I came across three books which I snapped up. I was going to put them forward as a South East Group mini-library but I have now decided that they look good on my own book shelf!

ROADS AND TRACKS OF - 'THE LAKE DISTRICT'

Author: *Brian Paul Hindle*

Publisher: *Moorland Publishing*

Pages: *188 (Hardback)*

ISBN: *0-86190-121-5*

Price: *£8.95*

Whilst no mention seems to be made in any of these books about vehicular rights, the hooks are laid out in such a way that to describe the development of our roads since the beginning of time would be made a lot easier using these books as a reference only. They can only skimp over some details, as not all would seem to be available without a lot more research into archives spread about all over the country.

Goods maps, well illustrated with good black and white photographs, properly annotated diagrams all give an easier insight into the past. Many routes are described through the passes, with map references for those with a map at hand to trace the routes. Reproductions of maps going as far back as Goughs map of 1360 gives many a Rights of Way worker like myself a clue of what to look for next when researching a lane. Others include Saxton of 1577, Ogilly of 1675, Monelin of 1695 to name but a few.

For those of you who have only read about Gatescarth Honister Pass, Garburn Pass, Walna Scar and Sty Head Passes, then this book is a good way to read more and to look forward to that first visit. The author makes his apologies for not going into far more detail but has made ROW researchers jobs a lot easier by showing us where to look as many references are made of where he found much of his information.

*Big Tony Rose
Cointreau Connoisseur
Gateau Gastronomer Extraordinaire
Tree - Stump Remover
Mud - Hole Filler (complete with bike)
And All - Round "GOOD EGG"*

*Thanks For your Hard Work, Tony
West Anglia TRF.*

ROADS AND TRACK WAYS OF - "THE YORKSHIRE DALES"

Author: *Geoffrey N Wright*

Publisher: *Moorland Publishing*

Pages: *213 (Hardback)*

ISBN: *0-86190-123-1*

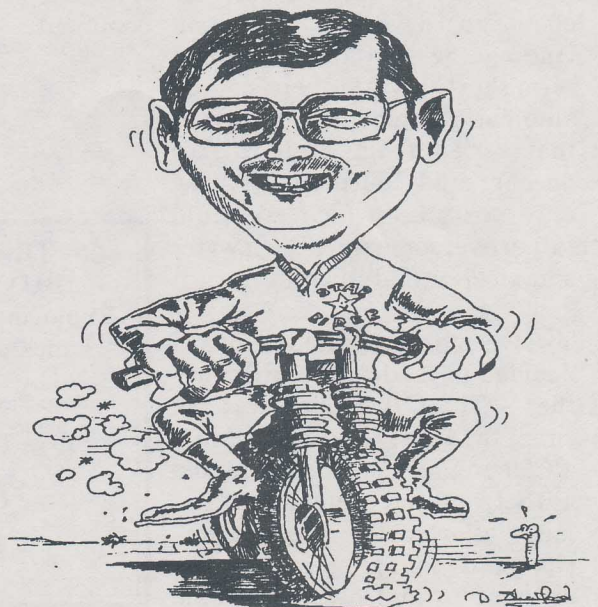
Price: *£8.95*

Again, a book which makes no reference at all to vehicular rights over these old roads but which seems to have been able to photograph lanes that we know and love. Although not as well illustrated at the beginning of the book as the Lake District edition, as the author has progressed through the ages towards the present day then the evidence must have become more available.

Mastiles Lane is given some reasonable coverage, and even delves into the Tudor and Stuart eras, a section not previously encountered in the Lake District Edition. Packhorse routes are also given their own chapter and it does seem strange that the other book should have missed out on these episodes.

Some good examples of maps are shown, particularly Jeffery's maps of 1771, Tukes of 1787, Robert Mordens of 1722, Smiths of 1829 and Carys of 1789 to name just a few more well known names.

Anybody wanting to look into Brian Thompsons back garden area could do well to use this book as a guide, which it does well to not show any obvious 4x4 surface damage or agricultural damage.



Economical Trail Riding

(Trevor Butcher)

What do you do when you have almost no money and want to go trail riding? Well, my solution was to invest (?) £20 in a '73 Honda C70 step-thru that had not moved in two years but did have registration documents. What else do you need? Years of sun and salt had turned the bright yellow plastic parts to a dirty brown, made the white legshields brittle and corroded the rear half of the frame in all the usual places. The first stage was to strip it down, throw away most of the plastic bits and plate the holes in the frame. The mudguard behind the seat broke off with one twist and was replaced with a section from an old tyre, the frame strengthened with the leg of an ironing board, a new seat fabricated the under-seat tank replaced with a KL250 item mounted in the proper places.

The engine was in good condition and only required another exhaust, which was duly built up from bits of garden furniture tubing, Mini-Cooper pipe and wire wool. If this sounds dubious, I can assure you that it was as quiet as a 2-stroke and improved the bottom end performance markedly.

It passed its MOT at the first try at a reputable garage, with only a comment about the lack of chain guard, and I was soon finding the limitations of road tyre, short travel suspension and automatic clutches as I rode lanes that varied from deep ruts to deeper mud. Surprisingly, the only obstacles which it would fail to overcome were deep water and steep muddy banks.

Twelve months passed before I decided to modify the bike further - The C70 engine was retired, the front forks lopped off, a C90 engine shoehorned in and a TS front end welded on. The latter allowed the rear suspension and swinging arm to be changed to increase the ground

clearance and drastically improved the ride and handling (no more yo-yoing out when cornering hard on the road).

At this stage, I joined the TRF and attempted two runs down in Kent. Keeping up was not a problem, whatever the terrain, but on both occasions the engine stopped at about midday due to an electrical fault which was eventually traced to a dying alternator. A few months later, with battery ignition, DT50 rear wheel rim and a better rear tyre I successfully completed my first run suffering only from a stiff rear suspension and the usual awkwardness created by the auto clutch.

Soon after that ride, the engine suffered a light seize somewhere in the Orlestone forest and I decided that the time had come to move to a manual clutch and more gears. Too cut a long story short, its back to the 70 engine with the later C90 crank and head, 4 speed SS50 gearset (I did try a 5 speed, but it was a pig to clean out all the 1st gear teeth lost on the first hard trail), manual clutch and modified rear hub to accept a 50 tooth sprock.

I have now a very unusual machine which I ride to work all week and trail ride at the weekend, is cheap to maintain, fun to ride and rarely fails to arouse comment.

TRF EXECUTIVE MEETING

(Peter Banks)

(South West Rep)

The first TRF Executive Committee Meeting of the 1990's saw a satisfyingly high turnout of members coming to listen to and comment on the plans and activities of our club and hear reports from those representatives elected to act on our behalf. There were members from most parts of the country with many new faces amongst the regulars.

Discussions covered the many different aspects of running the TRF, including the appointment of a new national secretary; confirming our intention to spend, if necessary, large sums of money in the legal battle against unjustified Traffic Regulation Orders; planning ROW Seminars to inform and encourage others in this vital task; the desirability of having a presence at motorcycle exhibitions and county shows to attract new members and publicise our green lane protection policies.

Ideas are always required to enable the TRF to project itself positively and professionally and time always runs out before everything has had a full airing. So the next meeting on 31st March will commence at 11.00 a.m. when subjects carried forward will include alternative venues to bring future meetings within reach of distant groups, and new letter headings and logos. If you have any good ideas, don't hang on to them - get them to the Executive Meeting via your group or regional chairman or come along yourself.

TRAIL RIDING BUY THE BOOK

**Exploring Green Roads &
Lanes of Great Britain**

Autographed copies direct from the
author for 13.95 incl. p&p

Ian Thompson
Glede House
The Square
St Columb Minor
Newquay, TR7 3HD

TRF LINCS. ON STREAM

(Alan Wilinson, Lincs, TRF)

NEW ARRIVAL! - Thursday, 23rd November 1989 saw the first meeting of a Lincolnshire TRF group. Held at "The Mall", Woodhall Spa, the evening was attended by 7 members and 2 prospective members.

Our first run was held on Sunday, 3rd December, when 10 members enjoyed a pleasant if cool run in the Sewstern Lane/Vale of Belvoir area. Thanks go to Steve Dickenson and Graham Mackinder for sharing their local knowledge and leading our inaugural run.

Group meetings will be held at "The Mall" on the 4th Thursday of each month, commencing at 8pm. If any further information is required, phone Alan Wilinson on (0529) 60793.

WEST MIDLANDS TRF

(Den Hayter, Group Reg)

What we have done in 1989.

Jan: Local lanes to start the year.

Feb: Six of us spent a weekend in Wales with Dick Sutton at his farm. I can recommend Dick's as a superb place to stay. You can eat good food and talk about bikes. It's an ideal place to spend the weekend trail riding.

March: Weekend in Dolgellau area. We had problems with two lanes, one where we had to turn back when a 'lady farmer?' blocked the gateway with a car and the other where we had to lift bikes over a new fence. Both have been investigated since by our ROW Officer and have received letters from the relevant County Councils confirming rights of way.

April: We ran a couple of local runs for new members. Also a weekend in Watchet, Somerset.

May: No off road runs, but a road run the the BMF Rally.

June: A few of us visit the Welsh Two Day to spectate and trail ride. We also marshal at the Hundred Mile Horse Enduro in Shropshire. Several of us ride from 3am Saturday to 7pm the same day. Quite exhausting, although we rode some private land that we would not normally ride.

July: Three days in Yorkshire. The weather was really too hot for riding, but it was nice to see Yorkshire. Very often it's pouring with rain or to misty to see very much.

August: Local runs and marshal at the British Horse Society Three Day Event. Also four of us do a night run of local lanes. It makes well known tracks very interesting when you only have light that seems to be on the front mudguard or ten feet in the air!

Sept: We decided to return to Dolgellau to "claim our lanes" (see March) Lane No.1 we had no farmers blocking the way. Lane No.2 the "new fence" is now an even nicer new gate. Also a couple of local runs.

We have had runs in Oct, Nov. and Dec. with slide shows, auctions and videos throughout the year at club meetings, a bonfire night party, Christmas dinner and New Year party.

EURO - THREAT TO UK HELMET STANDARDS

The *BMF* has learned of a threat to undermine the high standard of motorcycle helmet construction we are used to in Britain.

In its quest to promote better trade between its members of European Community is pursuing a policy of harmonisation of

standards. The European Commission for Standardisation (CEN) has devised a new motorcycle helmet standard. The EC is planning to adapt it as the basis of a directive which will be binding on all member states. Unfortunately, the CEN standard is significantly less stringent than BS 6658 : 1985. This is the British Standard currently in force in the UK where only helmets approved to it may be sold.

After implementation of the CEN standard, considered to be in about two years time, BS1 approved motorcycle helmets will still be available but it will be illegal for the British Government to require BS1 approval as the minimum standard for helmets offered for sale.

The lower CEN standard will perform that role. This could have a damaging effect on British Manufacturers who may be forced to lower their standards in order to compete with a flood of cheap imports. It could also result in a number of riders being tempted into the false economy of buying them.

Press and Public Relations Director, Trevor Magner added "It is ironic that while the European Community is attempting to introduce draconian motorcycle regulations which will contribute nothing to road safety, it seems equally determined to reduce the minimum standard of something so fundamental to safety as a motorcycle helmet".

The *BMF* will be in contact with the appropriate standards authorities and will strive to bring the common standard up to UK level rather than to settle for the lowest common denominator.

CLASSIC ROAD TRIAL EVENT

Sheffield & Hallamshire Motor Club is to promote a 'Classic' to be held on Sunday, 18th February 1990 in the Derbyshire Peak District. The event is to be called the 'White Peak Classic Trial' and is a combined car and motor cycle event on the lines of the MCC 'Classic' events on the public highway and on private land. Ministry of Environment approval has been applied for, land owners permissions are granted where applicable, and the event is to be run under ACU and RAC permits. Maximum entry is 100 vehicles, ideally 50 cars/50 bikes, but it depends on car entry of 50 maximum being achieved. The lap is approximately 50 miles with 14 sections, these include graded hills, stop and restart, stop and go tests and a timed special test on private land to act as a tie breaker. Marking is to be on a 12 max. through to 0 clean on graded hills and a similar pro-rata scale for the tests.

Entries are invited for the motorcycle classes which are as MCC classes

A. Touring motorcycles of any age on tyres not defined in the ACU handbook as trials, trial, motor-cross, or enduro tyres.

B. Pre--65 solo motorcycles of British manufacture with trials tyres on one or both wheels.

C. Solo motorcycles not defined in Class A or B using trials tyres.

D. Sidecars. For those who entered last year's event registration forms will be sent to the address given.

Sections this year include some of those used in the 'Edinburgh' classic, and timings of section opening have been modified to reduce waiting and the special tests revised to give larger machines a more equal chance.

Enquires for entry forms and regs to :-

*Mrs M Jones
29 Harbord Road
Sheffield S8*

Tel 0742-748962

SOUTH DOWNS TRAFFIC REGULATION ORDER UPDATE

The affidavit and "exhibits" (evidence) were submitted to the High Court on 26th November.

Our case has been presented as an objection to the validity of the Order, rather than an application for a judicial review.

In its final form the documentation consisted of one affidavit, sworn by me, but covering the evidence of a number of their people, and 12 bundles of papers, which contained the details of the evidence.

Over the past few weeks it has become clear that the barrister (Mr. George Laurence) is very interested in the case, and has spent a lot of time on it. In my view, all possible lines of approach have been covered, and the evidence has been very thoroughly analysed and well presented.

Our objection to the TRO is based on two main factors:

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1) Technical points concerning the route:

a) over 2 lengths of the way covered by the TRO, the used route is different from the definitive route.

b) there is a gap along the stretch of way covered by the TRO, which may mean that 2 separate TROs should have been made.

c) no satisfactory plan was produced showing an alternative route, and there were other inaccuracies in describing the route covered by the TRO.

2) The failure to give proper consideration to the holding of a Public Inquiry. There are 3 main points of interest here:

a) The large number of objections (over 350), compared with a handful of letters in support of the Order.

b)d The conflict of interest on the part of several councillors and a council officer, which may have influenced the vote at committee meetings.

c) a letter was written in January 1989 by the County Secretary to Mrs Hazell of the R.A., stating that he was concerned because he had been unable to find any evidence of damage or conflict with other users, and asking her if she could provide some. Mrs. Hazell wrote a long reply, the essence of which was that she could not assist with evidence, but the Council could make the Order anyway to prevent damage or conflict in the future.

The last item was discovered by our solicitor in a file which I thought was not available to the public, and it has undoubtedly strengthened our case.

At the last ROW Sub-committee meeting the County Secretary advised members that High Court action had been started. The committee, which was originally responsible for TRO, said "Oh well, it's a matter for the Highways Committee now"!

In a report to the Highways Committee on 1st December the County Secretary stated that Counsel's opinion was that the

County Council had a reasonable chance of defending the action. This was written before the Counsel had sight of our full evidence.

The bulk of the work on our side has now been done, and the only additional cost will be the court hearing. However, should we lose in court or withdraw at any point we shall have to pay the other side's costs, which will now start to mount up as they prepare their defence.

If we go to court and lose, the total extra cost (ours and theirs) over the figure to date will probably be about £10,000.

The reason why the costs have been so high in this case, compared with Riley, for example, is because it is very much more complicated, and the prospects were considerably worse at the outset, which has meant more work to provide a viable case.

BEVIS BILLINGHAM

TRAIL RIDERS FELLOWSHIP MEMBERSHIP SUBSCRIPTION RENEWAL FORM

Please complete the details below and return cheque or postal order to:

Peter Clark, 34 Oak Road, Barton-under-Needwood, Burton-on-Trent, Staffs, DE13 8LR

NAME

ADDRESS
.....
.....

COUNTY POST CODE

TEL NO.
STD CODE

Please make sure you include your post code.

Please indicate which local group you normally attend (if any)

I enclose my 1990 subscription of £12:00

I wish to donate £3 to the fighting fund, or any other amount £ :

TOTAL AMOUNT £ :

Fighting fund donations are optional but very important in order to defend our rights.

You need the TRF:

- 1. To help you meet other trail riders
- 2. To help you ride legal lanes
- 3. To protect you in case of difficulties

The TRF needs you:

- 1. To help preserve rights of way
- 2. To help keep lanes open and usable
- 3. To be a more effective influence on thers

** STOP PRESS **

FOR SALE

Honda MTX forks and wheel (drum type) £25.00. Honda XL250 early model, wheel forks and mud guard £35.00. Suzuki 250 Engine new piston (Beamish Type) £35.00. Suzuki DR125 Swinging arm shock and all linkages £15.00. Single bike trailer as new, Mini wheel and lights £125.00. Any parts at all wanted to keep my old XT500 on the trail.

Telephone 061-626-0065 (Jack Taylor).

WANTED

KAWASAKI workshop manual for KL250 A3/A4, (model with high-level exhaust, electronic ignition, box section swing arm). Tel 0629-55559, Dave Martin, 2 Devonshire Villas, Upperwood road, Matlock Bath, Derbys, DE4 3PD.

WARNING TO SIDECAR PASSENGERS AND DRIVERS.

On a recent Dorset group run, a sidecar passenger somehow managed to get his foot caught between the drive chain and the underside of the rear wheel sprocket, partly severing his big toe and crushing two others. Unfortunately, these three toes could not be saved and they have since been amputated.

If you have a sidecar please make sure you have a chain-guard and chain-guide which covers the total area of exposed chain-drive to the exposed sidecar area, or if you can cover the complete area between rear drive wheel and sidecar platform as the larger motocross / enduro outfits do.

David Greenslade, Dorset Group.

DONT FORGET: If you haven't already done so please renew your membership of the National TRF this month with the renewal form on page 7. We look forward to your continued support, and remember that the National Newsletter will only be sent to current 1990 members as of March.

NEW GROUP REP: With effect from the 1st January 1990, Bob Williams, 43 Cheapside Road, Cheapside, Ascot, Berks, SL5 7QR is the group rep for Thames Valley TRF.

DORSET GROUP NEW MEETING PLACE: The Royal Oak, Bere Regis, Dorset. 1st Tuesday.

WATERY LANE: A combined workforce of British Horse Society, Byway & Bridleway Trust, Trail Riders Fellowship and locals has nearly cleared overgrown Watery Lane (an Unclassified County Road) near Colyton, East Devon. Divisional county surveyor, Bob Hooker, is also "contributing" with labour materials and machinery.

TRF GROUP REP. OLIVER COOKE IS CO-ORDINATOR OF THIS PROJECT.

THE PRODUCTION TEAM

Editor: Gwyn Thomas,
Co-Ordinator: Richard Tallon
Producers: Jason Bamford
Cheryl Garland
Distribution: Bob Harris (And Family)
Valued Helpers: Ian Hingley
Trevor George

ALL NEWSLETTER COPY TO
THE NEW EDITOR

*Brian Wright
99 Boundary Road
Wallington
Surrey*

The Bristol Group have enjoyed producing the National Newsletter, and are pleased to announce that the South London Group will now be taking over. All future correspondence should be sent to the editor: Brian Wright.