

GROUPS

BRISTOL

Richard Tallon, Tel: 0249 715426
2nd Monday, Tennis Court Inn, Deanery Road (A420), Kingswood

CAMBRIDGE

Howard Biddle, Tel: 0223 232879
1st Thursday, Golden Ball, Boxworth

CHESHIRE

J. Johnson, Tel: 061 427 6963
2 & 4 Monday, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport

CORNWALL

Roger Fogg, Tel: 0726 67198
3rd Tuesday, London Inn, Summercourt (A30)

CUMBRIA

Roger Harris, Tel: 0539 725198
2nd Wednesday, Albert Hotel, Bowness on Windermere

DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, Tel: 0742 748688
2 & 4 Tuesday, The Old Crown Inn, Handsworth Road, Sheffield

DEVON

Martin Cooper, Tel: 0752 337491
2nd Tuesday, The Welcome Stranger, Bickington, Nr. Newton Abbott

DORSET

Pete Boyce, Tel: 0305 783210
1st Tuesday, The Royal Oak, Bere Regis

EAST MIDLANDS

Graham Chinnery, Tel: 0332 863433
2nd Wednesday, Three Horseshoes, Hemmington, Nr. M1 Junct. 24

EAST SCOTLAND

Les Mollison, Tel: 0382 738530
2nd Wednesday, Glencarse Hotel, A85, Perth to Dundee Rd

ESSEX

Neil Gamble, Tel: 0245 461643
4th Tuesday, The White Horse, Old London Road, Widford, Chelmsford

GLOUCESTER

Ron Carter, Tel: 045 382 2707
1st Tuesday, Painswick Institute, Painswick, Glos.

HERTFORDSHIRE

Alan Vincent, Tel: 0923 775263
1st Wednesday, The Coach & Horses, Newgate Street, Near Cuffly

ISLE OF WIGHT

Mick Holbrook, Tel: 0983 866361
Last Thursday, Liberal Club, Longford Rd, Shanklin, I.O.W

KENT

Nick Moon, Tel: 0322 862855
2nd Tuesday, Pied Bull, Farningham, Nr. Brands Hatch

LANCASHIRE

Keith Westley, Tel: 0704 893215
1st Tuesday, Hindshead Pub on A49, Charnock Richard

LINCOLNSHIRE

Alan Wilkinson, Tel: 0529 60793
4th Thursday, The Mall, Woodhall, Spar

LODDON VALE

Don Lewis, Tel: 0252 616359
2nd Thursday, The Lamb, Theale, Berkshire

NORFOLK & SUFFOLK - To be Advised

NORTH MIDLANDS
Ray Morse, Tel: 0785 661543

1st Tuesday, Leek Area - Contact group rep (above)

NORTHUMBERLAND

Dave Vaughan, Tel: 091 529 3202
3rd Tuesday, Ryton Rugby Club, Ryton

NORTH WALES

John Mills, Tel: 0477 34425
1st Wednesday, Hope & Anchor, Ewloe Place, Buckley, Chwydd

SHROPSHIRE

Steve Rawlings, Tel: 0952 244161
2nd & last Wednesday, The Bell, Crosshouses, Shrewsbury

SOMERSET

Nick Crocker, Tel: 093589 261
Last Thursday, The Globe Inn, Somerton

SOUTHERN

Pete Wildsmith, Tel: 0703 617582
3rd Wednesday, The Priory Inn, Bishops Waltham, Hampshire

SOUTH LONDON & SURREY

Brian Wright, Tel: 081 669 4214
9pm Every Wednesday, Epsom & Ewell F.C., West St, Ewell

SUSSEX

Bevis Billingham, Tel: 0243 585128
Last Thursday, Selsey Arms, Coolham, Junct. A272, B2193

TEESIDE & NORTH YORKS

Leo Crone, Tel: 0325 380117
1st & 3rd Wednesday, Station Hotel, Stokesley

THAMES VALLEY

Bob Williams, Tel: 0990 24958
3rd Monday, District Arms, Woodthorpe Road, Ashford, Middlesex

WEST ANGLIA

David Knight, Tel: 0933 313816
1 & 3 Thursday, Scott Bader Clubhouse, Opp. Parish Church, Woolaston, Wellingborough

WEST MIDLANDS

Dennis Hayter, Tel: 0527 23550
1 & 3 Thursday, Wilmcote Mens Club, Wilmcote, Nr. Stratford on Avon

WEST WALES

G. Jones, Tel: 0239 810255 - Meets to be arranged
WEST WALES (WTRA), Bill Kershaw, Tel: 0633 895241

WEST YORKSHIRE

Charles King, Tel: 0484 686383
1 & 3 Monday, Frizinghall Con. Club, Lynthorn Road, Frizinghall, Bradford

WILTSHIRE

Bill Riley, Tel: 02216 3811
1st Tuesday, The Toll House, Holt, Trowbridge

WYVERN

Gwyn James, Tel: 0902 763824
Every Thursday, Hill & Cakemore Ex-Servicemen's Club, Victoria Road, Blackheath



TRAIL

JAN. 1991

No. 151

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

EDITOR: Mike "Nettlebed" Pedley.



50 years of technology separates these two trail bikes so their owners stop for a chat on the trail

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Try to make it interesting!

All contributions to the Editor

EDITOR

Our hobby seems to be permanently beset with problems - no sooner is one tackled than another appears. I often wonder just what new members must think they have let themselves in for after a couple of issues of our bulletin. Doom and gloom predominates and rarely does the sheer joy of trail-riding come across.

When I first joined the TRF one of my great pleasures was reading those accounts of a Group's weekend away - especially when they contained detailed descriptions of the lanes ridden etc., and I thus enjoyed Brian Crabtree's 'loM Weekend' write up (pity the pubs were more detailed than the lanes...), and the letter from a relative newcomer Keith Lawson concerned more with the practicalities than the problems! As Dave Giles often reminds us, its all about having fun. The serious side of RoW work is of course essential to the continuation of that fun and I was reminded of this whilst thumbing through the December 1979 issue of 'Bike' magazine predicting (due to the Wildlife and Countryside Bill) that trail riding would not continue beyond 1980. This appears to be an on-going prediction which will hopefully take us well into the next century!

Still on the 'positive' side, well done the Crone brothers for their excellent article on Trail Bikes - ten times more valuable information than one could ever read in a two hour never-took-it-off-tarmac Motorcycle News test. This in my opinion is how the Bulletin can provide members with useful and often money saving information. Lets have more please!

I was tempted to end with a doom and gloom on the proposed Pennine Bridleway document, but I have actually discovered a couple of new lanes from it! So lets not spoil a good issue.

NETTLEBED

P.S. This is the last Mag until you pay your subs

TRF OFFICERS

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YORK SHOW

26th/27th/28th
January 1991

The Fellowship was allowed to put up the display stands at the above small but friendly off-road show where we attracted quite a lot of attention. On the first day we were joined by three young ladies who insisted on joining and will be out on the next ride in YOUR area - see photo... Saturday had an arena Trial where riders rode over an even harder course than a green lane such as Chapel Gate - difficult to believe, I know, but quite entertaining to watch and we were busy all day. Sunday was a slow start but after their Sunday 'bait' the local riders came in steadily. Several lapsed members took the opportunity to rejoin without paying postage (they're very careful in Yorkshire) and everyone asked where the local group met. Unfortunately the East Yorkshire Group have no one capable of organising a meeting so they and their records have faded into oblivion, although there are some very interesting lanes in the area, I am assured.

Leo Crone and the North Yorkshire Group were well thought of by all visiting members and obviously put a lot of hard work in. Well done Leo. All northern Groups can expect some new members to come along to their next meeting, including Lancs, Cheshire and West Yorks. so please make them welcome and if possible fit in a beginners ride.

The next scheduled show is the DIRT BIKE SHOW at Mallard Park, Peterborough on the 20th to 24th February 1991. I hope that some local members will assist both on the stand, and with accommodation, if the Committee approve the expenditure. This will be a very good show of all types of bikes and I expect plenty of visitors as it is the best time of year for a show (Spring) with full supporting publicity on the local Radio and in the Press. EMAP.

John R. Higgin, Hants.



NOTICE: At January's National Executive meeting it was realised that several different groups and individuals were producing "money making ideas" or just plain TRF advertising material, such as car stickers, lapel badges, sweatshirts etc. In order to co-ordinate our efforts. Could all those with any such material please send details to Richard Tallon, Bristol Group Rep.

LETTERS

Workers and Others. . .

Ref enclosed renewal for 1991, you will note I have not done any trail riding since 1988. Why then be a member of the TRF you may ask especially bearing in mind some of the 'inside' comments reference in active members in TRF bulletins of a few months back.

The reasons:

1. I am one of the members referred to as 'the veterans'. I can't remember when I joined but I did a fair bit of work with Norman Smith back when he first started his original surveys.
2. I believe you need all the members you can get, the bigger the membership the greater the influences.
3. I retain an active interest in all branches of motor cycling and when time allows will undoubtedly return to the trails meanwhile may I appeal to all officials please do not offend the general membership.

We are in the muck together but mark my words, I know from bitter experience there will always be workers and others. If you are a worker you will only make yourself unhappy grumbling at the others and unless you are extremely diplomatic it will only make yourself unpopular.

Best regards for the future.

Geoff Blower, Essex

Affiliate Cards 1991. . .

Unfortunately it has come to our attention that the reduced price of the magazine 'Motorcycle Rider' on the back of the affiliate cards is incorrect. It should read £6.00 per annum and not £4.95 as stated.

We would be very grateful if you could point this out to your members.

I apologise for any inconvenience that this may cause.

Jill Preston, General Secretary

Boats and Bypasses. . .

I wonder who thought up the phrase to replace R.U.P.P.

The reason I ask is that it is either very clever, almost machiavellian, or the total opposite. It depends on whether the namer was a friend or foe of green laning.

Let us consider the images conjured by each of the terms: R.U.P.P. and B.O.A.T.

ROAD USED AS PUBLIC PATH

To the general public this conjures up a picture of a track in the country which was once a road, a very long time ago, but has fallen in to disuse. It is now used as a path for ramblers, dog walkers and other harmless activities.

Once in a blue moon a motor cyclist or two come along and are soon gone. If the witness is a long time local he may well remember when many vehicles used that route before the main road was widened and re-surfaced. He will probably shrug and remember the scene of long ago fondly.

If new to the area he may complain to Police, Council or anyone who will listen. He will probably be told that it is under review and, if the use is infrequent, will ignore it.

BYWAY OPEN TO ALL TRAFFIC

Mr Average lives along side a R.U.P.P. and has never really been bothered by it. He hears via the local paper that it is to be "re-classified" as a BOAT. He instantly assumes, as certain contributors to the Bath Evening Chronicle, that the moment it is a BOAT it will fill up with every conceivable vehicle up to buses and articulated lorries. The entire population of the area is up in arms, how can that old trail be up to the constant use by lorries and cars and buses. It will need to be wider' that will take their garden. They will no longer be able to walk their dogs and children along it. (I will not go into my opinions on people walking dogs near my house. I would rather have a diesel bus with a broken injection go by instead. At least diesel smoke blows away).

You and I know that there will be no difference but try telling the Mr Average Citizen.

Now back to the start. If you were thinking of a name to replace R.U.P.P. would you choose Byway Open to all traffic or would you prefer something like "Ancient Highway" or "Rural Highway Path" or a similar non-threatening name.

If however you wanted to stir up controversy and protest what better name could you come up with than BOAT? Except "New Bypass" perhaps.

N.G. Crook, Bristol

In reply. . .

Back in October K.Westley of the Lancs Group asked for suggestions on how to overcome their lack of run leaders, he might be interested in the following and how we do things down here.

Years ago it was the same in the Southern Group with the usual 2 or 3 having to lead runs and I felt the same people who ran the group RoW etc. shouldn't be expected also to lead runs, thats the easy part.

As the group expanded a decision was made that if you want runs then YOU will have to start leading runs yourselves or no runs, so gradually with a bit of arm twisting but mostly encouragement, members started to lead runs. The situation is now and has been since 1983 that we have at a local village hall 3 run planning meetings a year.

These meetings being separate from our usual monthly social gatherings at the pub. They also incorporate the AGM and an autojumble which the latter looks likely to be a regular feature. The first autojumble was a great success, well it was for me 'cause I made "loadsa money".

At these meetings we arrange fortnightly runs for the next 4 months which can take into account any horse enduro's and other events. Despite other activities there is still a run every two weeks, the members volunteering for either a Saturday or Sunday. In the past we have stated start place and time and area to be covered but now because of the ever increasing popularity of runs just the telephone number of the leaders is given so they at least have some idea as to how many might turn up. Also because of the increased popularity and to eliminate large groups we now have two nominated leaders for two separate runs on the same day. Members are urged of course to attend runs meetings and there is always a good attendance. The runs list is also used to carry other

information, date of next runs meeting, code of conduct and a list of the known active members plus any other useful information.

We have approximately 30 active members increasing it seems every month lately, of these 18 are capable of leading runs and it's usual that over the 4 month period that usually one member will be called upon to lead a run once although there might be a couple who lead two or three times.

New members of course are not expected to lead but if they look like they are "stayers" then gentle pressure is put upon them to learn the ropes and to lead eventually.

The end result is a system that if I do say so myself works exceptionally well.

It must be said that the runs lists preparation is left in the capable hands of Alan Watts our run co-ordinator also treasurer, just got himself a KMX?

Finally at a recent run 21 members turned up although there were two appointed leaders that day a third was co-opted and a good day was had by all.

Pete Wildsmith, Hants - Southern Group

User Groups and the TRF . .

In the January issue of Trail both the Editor and Eric Wilson make anti four wheel drive mutterings. Like a recent press release by Alan Howard of the RA, condemning the (mythical) abuse by four and two wheel vehicles on country "footpaths", these remarks are divisive and therefore counter productive. Nettlebed writes " I have yet to encounter a group of "...four wheel drive enthusiasts (surely that's what he really meant). It appears that very few have seen the hooligan element - but various newspapers and magazines complete the gaps in our knowledge. I wrote to one of the better known 'anti's', Lord Denning, in '89, asking him for the locations of recreational vehicle damage. He replied "I am afraid I cannot give you a list - I have received many complaints" Sounds to me like 'hearsay', and therefore inadmissible evidence.

Common sense dictates that six to ten tonne of agricultural vehicle coming and going daily will cause more surface damage than a couple of one tonne 4x4's passing once at a weekend - and not every weekend at that.

Surface damage to lanes is the least of our worries, and where it occurs it should not be seen as the fault of another user group, but the result of poor maintenance. The real problem is retaining the right of passage over the lanes, the root of our recreation - and that of equestrians and pedestrians. Like the North American Indian, landowners would offer us 'reservations' in exchange for our rights, then, when it suited them, recall the donated land. Look around. Look at land set-aside schemes; look at permissive or toll footpaths and bridleways; look at 'wheels parks'; look at public rights of way from the financial and political viewpoint of the local authority; count the number of lanes in your County lost to sect 116 HA80 or reclassification.

We rely heavily on the law to protect your rights, and therefore our recreation, but the law can be changed.

Like it or not the only allies we have are other user groups.

Another hurdle we face is that which I call the 'cycling into soft sand syndrome' or trying to persuade your local authority to carry out it's maintenance DUTIES.

Example: For two years I have been attending various meetings with the County's RoW

department, Surveyors, County Secretaries dept., etc. One aim being to establish lane clearance and maintenance by volunteers on a regular basis. This initiative has grown to include RA, BHS, AWDC & TRF and was to be finally approved at the January RoW Sub Committee meeting. "Terribly sorry, don't know how it happened, seems to have been omitted from the agenda, I'll make sure it's on for the March meeting". March. Spring. Nesting birds. Forget it for another eight months.

Example: After eighteen months of letter writing to have concrete posts and other obstructions removed from a R.U.P.P. the Authority went to the Magistrates Court and had the route stopped up.

So don't publicly slag off another user group - their problems are the same as ours. meet them, talk to them, get to understand all view points and in doing so you strengthen our position and remove the weapon of divisiveness from our detractors.

Thanks for a great Mag.

P.S. Alan Howard's press release is available from the RA London office. Call 071 582 6878 and order yours now. Not recommended for those with high blood pressure or a weak heart.

Dave Tilbury, (membership No. HAM89)

Membership Discussion Paper

T.R.F. Subscriptions are currently £12, a large part pays for the bulletin. The remainder goes towards expenses and the Fighting Fund.

Suppose we consider a ten year period. If the subscription were to remain the same the amount accrued would total £3120. If the club did not need to draw from it the amount accrued at compound interest might be £250 - £300 assuming interest at 9 - 12%. It would be more realistic to assume that we would need to draw at least the cost of the Bulletin at regular intervals. Suppose we set a figure of £100 for a ten year membership. If this were invested at 10% it would accrue interest of £10 per year. The Bulletin costs £7.20 per year leaving £2.80 towards expenses. At the end of the term the original £100 would still be intact.

In the above example it might be argued that £100 would not be enough to cover true life membership, unless the candidate was, say 50 plus years of age. It follows, therefore, that we could set a figure of for example: Applicant of 50 years plus £100 - 40 years plus £140 - 30 years plus £170 - 20 years plus £190. Because I feel that this sort of membership might have limited appeal it may not be necessary to worry too much about the accuracy of the calculation, in any event it is not possible to foresee interest rates and expenses. It would, however, be nice to set a figure which would encourage this type of membership and build up a nice reserve fund.

Brian Wright, London



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ROAD TEST

DR350s

My new pride and joy is a Suzuki DR350s and now that it has 500 miles on the clock I thought you might be interested in what I think of it. First, to understand my views, a bit of background. I returned to motorcycling five years ago (thanks to my teenage son) by buying a 400 Superdream. (Much like my old Triumph but better!). During a visit to the Bike Show at Birmingham I saw the TRF Stand and liked what I saw and what I was told. I made contact with my local group and went along to the next pub night where I was made welcome. I went along on the next run to see what happened.

I then bought a secondhand XT250 and (with my son on pillion) I started to learn how to ride off road, (and off bike)! My technique slowly improved (especially after my son gave up as a passenger)! and after a year or so I was talked into trying enduros (over 40, Clubman class). Again my technique slowly improved until I felt I could appreciate a better bike as the brakes and suspension of the XT were a bit inadequate. So a couple of years ago I bought a secondhand Honda XR250. For green lanes and enduros it suited me very well, however, when green laning in Sussex I often end up 50 or 60 miles from home at the end of the day and the ride home highlighted the fact that the XR is not a good road bike. Off road it is good. My views are therefore based on my limited experience and observance of other bikes.

Whilst at the Welsh two-day last year Suzuki had a display of both the Enduro and Road version of the DR. To me they looked and felt right and so at the beginning of December I took delivery of a road version. The two models use the same frame, engine and suspension with minor differences but mine also has a metal tank, speedo and rev counter, indicators and pillion footrests plus a 12 month guarantee.

The DR and the XR are very similar physically as far as weight, height and suspension are concerned. Off road they are also similar and I have had no problems changing from the XR. It is on the road that the main difference appears and it is a major difference. The DR sits on the road better, is more comfortable and cruises at a higher speed. As I expect to keep the DR for a few years I am not red lining it yet. In top gear you get 10mph per 100 rpm and the red line starts at 9000 rpm so in theory, it should do 90mph. I think it will but what I like is being able to change down at 60mph to overtake with confidence. The engine is very smooth and willing to rev and I feel will be able to carry a load (pillion or luggage) at a reasonable average speed over a good distance. The fuel economy appears good. I first put petrol in with 80 miles on the clock and it only took 5 litres. I now get about 100 miles before reserve which gives me approximately 60mpg. I think the tyres will need changing as it seems to dislike white lines etc. and I have no idea how to tune the suspension. The set up the handbook recommends seems too harsh, has anyone got any tips?

Overall I am very pleased with my new bike and it is so nice to ride on the road that I will use it more than I did the XR. I would also like to try some of the long distance trials such as the Lands End. Any queries or tips phone 0342 717182 **George Scowen, Sussex**

PHOTO COMP

HUMOUR SECTION



IN THE BOG

By Steve Thomas of Chippenham. TRF exhibition stand with fresh pix just let me know and I'll print them up to 20 x 16. (I have some at A4 size now).

I am pleased with the entries and the standard of pictures. The judging of the "Beauty of the Trail" section was tough with quite a few candidates for first place. My thanks to all entrants and keep clicking.

Mike Cowling, Yorkshire Evening Post.

There were two sections to the photo competition. The "Beauty of the Trail" section has been won by Peter Ballard of Leyland, Lancs. his picture of a solo passing another bike with the trail winding off into the distance was the judges' favourite. The winner of the "humour of the Trail" section is Steve Thomas of Chippenham. The judges thought this one the funniest of the entries in the section because of the situation the rider is in and the broad smile on his face. Obviously a total calamity.

For the record I had ten TRF members entered and about forty pix to judge. The judges were myself and two of my colleagues from the Yorkshire Evening Post and Yorkshire Post.

I have copied a few of the entries onto black and white film and if anybody wants to freshen up the



BEAUTY SECTION WINNER - PETER BALLARD??

Powys County Council have just published their intention to stop-up 4 Unclassified County Roads in Radnor District.

The applications will be heard at 2 separate Magistrates Courts: One at Presteigne Shire Hall on Wednesday 13th. March at 10.30am to consider the downgrading of a section of U1125 to Bridleway;

The others at Builth Wells Magistrates Court on Monday 25th. March to stop-up C1308 completely and downgrade sections of C1344 and U1405 to bridleways.

The threatened sections are:

U1125 - G.R.253645 to G.R.253643 on Landranger 148 or Pathfinder 971.

C1308 - G.R. 105563 to G.R. 115560 on Landranger 148 or Pathfinder 992.

C1344 - G.R. 075563 to G.R. 079558 on Landranger 147 or Pathfinder 992.

U1405 - G.R. 193477 to G.R. 205484 on Landranger 148 or Pathfinders 1015/6.

If anyone has ever used any of these roads Tim Stevens or myself would like to hear from you urgently or, better still, see you at the Magistrates Court Hearings. Even if you haven't used these lanes but can attend please do, even if you feel you have nothing useful to say, as even moral support may well help our case on the day and possibly produce the same initial result as occurred in Devon last year.

Charlie Morriss, W.T.R.A. RoW Secretary. Telephone: 0594 530152

A Ridgeway public inquiry could now be just a few months away. After the hammering the Fighting Fund took from the South Downs Way episode, we should be building up our reserves URGENTLY if we intend to have top-class legal representation for an inquiry.

Perhaps the TRF should think about appointing a fund-raising officer (no I'm not volunteering!) as this aspect does not appear to have been given the priority it deserves. I doubt if the majority of our members appreciate just what a threatened species we are, and when an important matter of principle like the Ridgeway TRO comes along, enthusiasm alone is not enough.

It is not terribly difficult to raise funds at Group level once the motivation is there. All sorts of methods are possible, e.g., lane clearing, marshalling at horse rides, treasure hunts, raffles, run fees, etc., etc. To start the ball rolling, I am willing to guarantee that our small Wiltshire Group could raise at least £100 quickly to contribute to a Ridgeway fighting fund - if such is set up. Northern Groups might understandably be less enthusiastic, but this is of national importance and it could be their turn next! A league table of Group contributions published in the Bulletin could introduce a competitive element.

Clubs like the Bristol Phoenix MCC, and the Swindon and District MCC, which use the Ridgeway for long-distance trials could be approached to see what they intend to do to resist a TRO. Will they join our effort or fight independently (or do nothing)?

We have been virtually guaranteed a public inquiry, but nothing in this world is certain, and it is quite possible the the number of INDIVIDUAL objections will be the final decider, so massive objection is essential when the TRO is advertised.

Bill Riley, Wilts.

Four lanes in Powys under threat of closure at the magistrates court; details should be elsewhere in this bulletin. I have certainly used one, perhaps two of them, but one is not shown on the OS map and I am not at all sure that we knew about it. It is difficult to persuade magistrates that a lane is necessary when they can see with their own eyes that no-one has used it since Noah was the chairman of the RYC. Are there any lanes in your county which you do not use? Yes, of course there are, it is just that you prefer to use the others because they link up nicely, and you know them, so you can ride all day without all that time-wasting map reading, without even having to use your brain at all. Perhaps, too, you haven't even found out about all your local lanes yet. Next month I am going to have to have two days off work so that these lanes in Powys might be saved. Will you resolve to have two hours in the record office so that your area can be protected in due course? Yes, you, personally. If you don't, you might think where you will ride when your popular routes are taken over for a National Trail.

Good work is going on in Hertfordshire, where the TRF was founded. A nice marked-up map plopped onto my doormat last week, covered in lots of lovely detail; the first of many, I sincerely hope, from all groups in the TRF. When you are sure there are no more lanes to be discovered in your county the next job might be to mark them all down for all of us to benefit from. That was what you joined the TRF for, wasn't it? Sooner or later we are going to have to find a sensible way to make such information available nationally; my scheme to do this was shot down in flames some time ago because you, the members, saw it as divisive. That was the idea, of course, to divide the members who care for the green roads from those who don't, but in these egalitarian times it did not meet with your approval, or so we were told. Unless we can come up with an alternative, you should understand that we do not offer a map marking service. Send your ideas to me, the usual address, and I will put them to the executive.

About six weeks ago I was sent a questionnaire from the North West Sports Council, asking all sorts of questions about our activities in the region. It was quite clear that they wanted answers about Trail Riding in general, not just TRF activities, so I got a copy made and sent it to the A-CU headquarters with a letter saying: "Could you please circulate this to the A-CU clubs whose members go trail riding in the North-West, and get them to contact me with some details?" Along with this I also sent a request for some addresses from the LARA computer, and some other stuff which I needed. Guess what happened? Not quite nothing, actually. I had a phone call one morning just as I was going to work, from the Secretary General himself, and in view of my imminent lateness we agreed that he would ring back in the evening. I stayed in all night, I even didn't ring Dave Giles so the phone was kept free. Nothing. Am I the only member who is not impressed by the organisation claiming to be The Governing Body of Motorcycle Sport? We ask how we might join and they don't reply. We invite them to a meeting and they don't come. I am reminded of a delightfully blunt expression about doing something or getting off the pot, but I dare not use it here lest the ire of Gwyn Thomas should once more overflow. What do you think?

At the last executive meeting I asked group reps what subjects they would like covered at this year's Summer Schools. For the benefit of all members I repeat the question now. What skills would you like to improve this year? Are you fully able to assist your local RoW officer with the research he needs? Can you mend a puncture in a downpour? Would you like some practice at rebuilding your engine? Can you read the handwriting of an eighteenth century inclosure document? Do you know how to tow a motorcycle? You tell me, I will run it.

Tim Stevens

GROUP NEWS

EAST MIDLANDS

A seminar has been organised by the Byways and Bridleways Trust at Wantage near Oxford, on Thursday 7th February. It is entitled "Problems in the 90's", the cost is £20. The agenda looks very good, it's well worth attending, for more information see Richard Marshall.

All runs meet at 9.00am, the runs start at 9.30am. Proposals have been made to have beginners runs on the same day as the club run, so if you are a new member, ask around, if you don't want to go on the main run, someone may have organised one.

	Area	Meet at	Organiser
13th Jan 1991	N. Notts	A614 Layby, N. Ollerton	P. Hiley
17th Feb 1991	Mid Derbys	Market Place, Ripley	G. Franks
17th Mar 1991	Lincs.	Cattle Market, Melton	J. Knight
12th May 1991	Leics.	Car Park, Syston	J. Davies
16th Jun 1991	Salop	Church Stretton	P. Clark
19th Jun 1991	Leics	Three Horseshoes @ 7.00pm	
14th Jul 1991		Trail Bike Trial, see below.	
18th Aug 1991	N. Wales	Llangolen	G. Franks
15th Sep 1991	N. Yorks	Stainforth	G. Chinnery
13th Oct 1991	Northants		A. Beazley
17th Nov 1991	S. Yorks	Holmfirth	Compo

Paul Liversage has organised a Trail bike trial in conjunction with the Sutton Falcons Motor Club. This will be the first Trail bike trial we have organised, although we have been guests of the North Midlands Group's trial. Which was held on private land near Leeds in Staffordshire. Unfortunately they have been unable to hold this trial in recent years.

Those attending this event have all enjoyed themselves in traditional TRF style. By making complete fools of themselves! We have the photographs to prove it.

This trial will be held alongside an authorised ACU trial therefore we will each have to pay a small entry fee to satisfy the competition rules. We will not (I have been informed) be using the difficult sections but those set for the side-cars and other sections that are at least possible for trail bikes. We will, of course, be inviting the North Midlands group to attend, but numbers may have to be limited.

The venue for this event is at Norwood, Teversal, near Sutton in Ashfield, Notts. It can be found on O.S. Map sheet 120, grid reference 479632.

NORTHUMBRIA

AGM on 19th March at 8.30am at Ryton Rugby Club. I've had a frustrating year as family commitments have curtailed my riding. If any one would like the job of group rep. please let me know. I'll be happy to continue as last year but unable to ride every weekend. Our 'Toy Run' was snowed out but we managed to collect a lot of presents for needy kids

(Thanks to Basil Mellow and Alan Kind).

We could have a TRF member sitting in Parliament next election! Ian Swithenbank - leader of Northumberland Council has been accepted as labour candidate to contest Hexham! If anyone wants a runs list please write or see me at Ryton! **Dave Vaughan**

WEST YORKSHIRE

All runs start at 09.30 prompt. Please advise run leader in good time of your intention to join a run and to pay run fee of £1 to leader before each run starts.

DATE	MEETING POINT	LEADER	TELEPHONE
February 10th	Odsal Motorcycles LR 104 - SE 159/307	Steve Thoma	Home 0274 606810
March 10th	Little Chef Grange Moor A642 - LR 110 - SE 222/155	Garry Watson	0836 696686
April 6th - 8th	Isle of Man 20 only so book early	Bob McConell	0532 843534
April 14th	Rivelin Dam A57 - LR 110 - SK 265/874	David Marchant	0924 497971
May 12th	Gargrave car park LR 103 - SD 932/543	Mike Whittaker	0532 575455
June ??	Chirk area North Wales	Bob McConel	0532 843534
July 7th	Ribblehead LR 98 - SD 765/792	Peter Dyson	0274 307502
August 4th	North York Moors	Jim Souter	Home 0274 611789 Work 0274 542361
September 7-8th	Rhayader Mid Wales (West Yorks members only)	Charles King	0484 686383
September 22nd	Lakes	Jim Souter	Home 0274 611789 Work 0274 542361
October 6th	Pateley Bridge Car Park LR 99 - SE 159/656	Steve Thoma	Home 0274 606810
October 20th	Peak District	Derek Walshaw	0226 295309
November 24th	Denby Dale Pie Hall	J. Netherwood	0484 685492
December 8th	Bingley Car Park LR 104 - SE 109/391	Charles King	0484 686383

Please note all machines must be legal, properly silenced, well prepared and remember to bring a map.

BRISTOL

Coming on a run? If you are, how about the following in addition to the code of conduct to help your leader!

1. Phone to say you are coming! Several days in advance is best because if you think the

run leader is necessarily going to sit in all the night before, waiting for your call, you have another think coming!!

2. Do your best to get to the start early. I know I am not an angel when it comes to this but who can leave without the run leader in my case!
3. RUN FEES - as a run leader I do not like asking for fees so how about offering your money instead of having to be chased?
4. Make sure the person behind is still there unless you are tail end Charlie! Forget the idea that if you slow down for someone else, the fast guys in front will think you dropped off the pace. If you are in a lane with an obvious route this of course need not apply. You can always go back later.
5. Listen to any special instructions the run leader may give, i.e. stay in single file.
6. How about everybody carrying spares. The number of times someone borrows an inner tube and then when you ask for it back they say "well so and so borrowed one off me so now he owes you yours".

Steve Say, Secretary and Run Leader.

KENT

Our monthly runs' venues are usually based in Kent starting at either Ashford (Shadoxhurst or Harrietsham), Cobham, Dover or Maidstone - from Dorking in Surrey or Crowborough in Sussex. Attendance ranges between 3 - 23 in groups of up to seven or eight on a variety of trail bikes, from Honda 90s to BMW R80GS.

We have also had a number of weekend runs in Wales, normally staying at The Cornhill Inn, Rhayader, with Bob and Barbara. This is a very good venue for our trail riding weekends and would recommend it to anyone.

A few of our group have diversified into club Enduro's forming a highly competitive non sponsored racing team, known throughout Rhayader as "Team Blaze". We have found that riding in close formation has enabled us to complete at least one lap at every enduro entered, maintaining consistent finishing positions in the lower orders (namely at least the last three places). We have put our repeated success down to extensive training in the Cornhill Inn, based on a diet of Guinness, Tangle Foot and Barbara's mixed Grill.

On two occasions during last year we were fortunate to be able to hire some land at Brands Hatch. We spent two enjoyable days having Fun Enduros, timed special test etc. and generally having a good laugh. After the first event we awarded a number of trophies for such things as "the best impersonation of a two stroke by a four stroke", "most blatant bike swap, one minute an XR250 - next a Maico 400", and so on.

At our annual Xmas dinner the two main trophies were presented to John Twiss for the "Worst Maintained Bike" and Paul Miller for the "Crash of the Year". Paul Miller's crash deserves an article to itself. He must be the first and only ever to crash down a green lane into a dumped MK4 Cortina. The witnesses, about six in all, will never forget the trained forward roll over the back of the car at 1 m.p.h.

I hope this has given an insight into the Kent Group and its activities which we plan to continue into 1991. If there are any members in the Kent/South London area who would like to come along to our meetings, they will be made more than welcome, just as I was when I joined five years ago.

N.S. Moon, Kent

BIKE RACKS

We all know about trail bikes. The name, that is. They are called trail bikes, because they spend so much of their time on trailers.

It dawned on me at last. Turn my trail bike into a rack bike. Dave Cooper Bike Racks would sell me a rack to go on the back of my car. I approached this idea with the scepticism and immense conservatism of an old biker. But it worked brilliantly.

The rack arrived within a few days of ordering. It came in primer and fitted straight on. You do need a towing bracket on your car, but if you have one of these and a bike of less than 220 kg, a bike rack is the answer for distant trail riding.

I was concerned about handling a relatively heavy trail bike on the back of a car as small as a Renault 5. In a way, a hatchback has an advantage over a booted car for this sort of attachment, because the back wheels are closer to the towing bracket, but even so the suspension went down a long way when the bike was loaded on. I pulled away apprehensively for my first test drive. It was like driving with a full boot. Much easier than driving with a trailer. There was less drag and no problem with three point turns! The key to a smooth drive was the strap from handlebar to seat belt mount. With that fitted, I drove the length of France in a day, then through the Pyrenees and the mountains of the Cantabrian coast, along potholed Spanish back roads to my destination. I had a brilliant time trail riding, which I'll write about some other time, before driving home through a hurricane and twelve hours of torrential rain. I was glad I was in the car.

Ian Thompson

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WINTER TRAIL

On the weekend of 12-13th January the Essex group joined the Lancashire group for a trail riding weekend in Yorkshire.

After a good evening in the pubs on Friday we set off early on Saturday morning for Pateley Bridge, the start of the day's run. Barrow and Baldrick were to be the leaders. The weather was good and the scenery magnificent, snow covering much of the high ground. This made some of the moorland trails almost indiscernible. The riding was great fun for although there was a lot of grip, the snow made the steering quite erratic, particularly when following somebody else's tracks.

Riding on the tarmac was no easier as Bob, Paul and plonker John all found out as they came off on black ice. No matter how slowly you went, you just couldn't be too careful.

Later in the day one of the stream crossings was particularly entertaining as Baldrick, our leader, found a deep bit and submerged his bike completely. He therefore advised Don to cross a little higher upstream which was a mistake as it turned out to be even deeper. The old timer Donny's bike stalled in the middle leaving him totally off balance, one leg was up on top of the saddle and the other was straining on the bottom, trying to hold his bike upright against the force of the water. We were sure he was going to drop it but unfortunately he disappointed us. However the most spectacular attempt came from Barry, who is otherwise known as Barlow and now I know why. He attacked the crossing at speed lifting the front wheel of his DR350 aiming to clear the entire width. Unfortunately, his wheel came back down just beyond the middle, but immediately reared up again as he piroted through ninety degrees, heading off downstream out of control. Luckily it was shallower downstream and he returned gingerly but safely. That evening we again had a good do, ending up at the Sun Inn, Clitheroe - a Chinese restaurant. The food, service and value for money were excellent.

Sunday again dawned bright and clear, but very cold. The run started from Settle and it soon became obvious that it was even more slippery than the previous day. Some of us, particularly the two strokes struggled for grip everywhere : uphill, downhill and on the flat. The areas with snow were the worst as the short grassy slopes were just like glass. It was particularly embarrassing for Paul and I as we were struggling up one hill we were overtaken by two mountain bikers casually pushing their bikes past us.

Nevertheless it was still a great day and thought by some to be better than Saturday.

The day was finished off with a meal at Nettlebed's restaurant and the customary presentation of the Hippo Humper Award which went to Plonker John. Finally, I'd like to thank Barry and the rest of the Lancs group for hosting a superb weekend.

THE RUN WAS SPLIT INTO TWO GROUPS

Neil Gamble, Essex

1. Barlow - DR350, Baldrick - DR200, Spider - XR250, Kipper - KDX200, Stodge - KDX200, C.T. - TT350, Nettlebed - TT350.

2. Billy - Husky 510, Pinner - KDX200, Snail - Husky 400, Bonking Bob - XR600, Old Timer Donny - XR250, Plonker John - DR200, Paul - KDX200, Neil - KDX200.

SHARING

For the most part Authorities are looking for answers to their problems, not more problems, so its up to us to impress upon them how much more easy we could make their lives.

I think we should:

1. Ensure that the membership remains aware that being in the TRF means more than just riding, we are about ensuring that we and others in the future can continue to ride GreenRoads. you might not have thought of it this way before but we are in the HERITAGE business, and we will only survive if we are business like and DO something.
2. Extend our influence and reputation. This we do by continuing to support events like the Horse Enduros where we ride permissive routes. In this way we may avert attempts to change the law regarding TRO's on Green Roads, and/or provide a safety-net for future access.
3. Work hard on research, maintenance and prudent riding in the Parks if we want to keep them open to us. Everyone who rides in a National Park should find a way to contribute to this cause.
4. Expand our RoW survey to cover every 'home map' for every Group in the country, diligently, 10 x 10 kilometre square and report back to the Executive meetings what you find. We have got to become the EXPERTS on Green Roads in the Countryside.
5. Encourage the 50% of our membership that doesn't belong to a Group to participate in these goals.

Dave Giles, National Chairman.

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EXEC. MINUTES

Saturday 19th
January 1991

Chairman Dave Giles opened the meeting at 11.00am.

Rights of Way Officer Tim Stevens said 1991 was the year of Sport. Tim Ley offered to co-ordinate our response to this. Two Devon lanes were under threat of Traffic Regulation Orders, and Martin Cooper needed our help quickly. The Pennine Long Distance Bridleway had been created by the Countryside Commission without consulting any motoring organisations. We had made plain our displeasure at this and were now entering negotiations. Tim wanted topics for his series of Summer Schools. Ideas to him, please.

Membership Secretary Peter Clark reported improved figures for the beginning of the year. 21 members had joined at the NEC Show (cut short by the snow) and 37 at the Bristol Dirt Bike Show. There was a vote of thanks for the hard work put in to both shows by many TRF people, and many remarks on the high standard of the displays.

Treasurer Tim Ley said we were in a stronger financial position this year than last, despite the costs of the South Downs Way case.

Public Relations Officer Gwyn Thomas was having discussions with Mr Heathcote Amery about the time it took for Public Inquiries to reach a conclusion.

Brian Wright of South London & Surrey Group showed a sample display board and was willing to produce more.

Peter Ballard asked if each group could find at least one advertiser for each month's Bulletin. This would go a long way to offset the cost of printing.

Our representative to LARA, Don Lewis, said distribution of Path Orders would resume shortly. It was proposed to alter the distribution scheme to make sure the right people got the notices. Tim Stevens would co-ordinate our input to LARA and the ACU on this. The South Downs Way subscription fund was now closed. Liz Hurley of the All Wheel Drive Club had proposed that LARA held a conference for all County Council and all club rights of way officers. TRF response was that this was probably best on a regional basis. Ian Thompson would respond to the Sports Council questionnaire on behalf of the TRF when he received LARA's draft response.

Bill Kershaw gave a report on the government's Hazelhurst Committee, where he represents vehicle users.

Secretary Ian Thompson reported that the Information Pack was with the printers and would be available by the next meeting.

The British Horse Society had approached the TRF seeking closer co-operation. Tim Stevens and our two liaison officers would co-ordinate our response to this.

Chairman Dave Giles sought more information from each of our National Park reps about the local response to the National Parks' Association initiative on vehicles.

The location of this year's AGM could be the National Watersports Centre near Nottingham or a new hotel just opened near the M5 in Gloucestershire.

The next Executive Committee Meeting would be 11th May 1991. The meeting closed at 5.28pm.

CLASSIFIED

"HELP! Bike transport needed from Chepstow to SSDT, FT William. Anyone with space in van or trailer and who would be able to pick up bike please Telephone: Ali on 0349 64374. Name your fee!"

FOR SALE: BMW R100GS F reg. 1 owner. 11,000 miles. Immaculate condition, stored during winter, extra's available if required, £3,900 ono. Telephone: Whalley 0254 823860.

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