

# 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 Thursday, 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)

## NORTHUMBRLAND

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 Rodenhurst, 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, Queens Head, 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  
 SOUTH WALES (WTRA), Bill Kershaw, Tel: 0633  
 895241

## WEST YORKSHIRE

Gary Watson, Tel: 0836 696686 (Mobile)  
 1 & 3 Thursday, Bankfoot Cricket Club, Wickets Close,  
 (off Cleckheaton Rd.), Odsal, 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,



# TRAIL

JULY 1991

No. 156

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

EDITOR: Mike "Nettlebed" Pedley.

# TRAIL RIDING GOES ON FOR EVER.



Editor	3	RoW	10
Letters	4	lom	12
Group News	6	USA	14
BMF	7	Which Bike	16
France	8	Knobbles (Part 1)	18

Try to make it interesting! . . . .

All contributions to the Editor



DR350SL

# TAKE THE ROUGH WITH THE SMOOTH

*How far can you take it?*

The new Suzuki DR350SL is rare - a serious trail bike that's street legal. A dual-purpose machine that takes everything in its stride - so you can take it as far as you want. How? Well, it's got a compact, lightweight 349cc four stroke single cylinder engine, tough computer designed frame, brilliant throttle response and long-travel suspension - perfect for on/off-road riding. Here's what Motor Cycle International said: "The DR is utterly different... its all-terrain good behaviour earns it a place at the head of the new-wave trail field... it's a pure revelation." The journalist concluded "the DR350SL is completely brilliant and I want one." We could go on and on... but we'll leave that to you.

**DR350SL £2960**

All prices are inclusive of Car Tax and VAT. All models carry a 12 month Unlimited Mileage Warranty. On road and Manufacturer's delivery charge at additional costs.

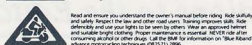


THE POWER OF TECHNOLOGY

Heron Suzuki PLC, Information Department, 46-62 Gatwick Road, Crawley, West Sussex RH10 2XF. Tel: (0293) 518000

A Heron International Company

**L** For full information on Basic Learner Training and details of your local Suzuki Training Advisor contact the **SUZUKI TRAINING HOTLINE** Freephone 0800 58 57 56



Please send me more information about the Suzuki DR350SL.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

POST CODE: \_\_\_\_\_

AGE: \_\_\_\_\_

## EDITOR

Pete Ballard is one of the real 'un-sung' heroes of our small editorial team. Pete took it upon himself to handle the advertising side of the Bulletin and he has done a sterling job in drumming up that so important advertising revenue. He also prefers to ride 'iron-curtain' trail bikes so you could say he is a two time loser!

Pete recently gave me a letter from a dealer who had tried one ad, but despite Pete's persuasion would not take another. I won't name the dealer or quote verbatim from his letter, but the gist of it was that he did not sell even a spark plug as a result of the ad and from what he could see TRF members would rather bodge and tape up their bikes rather than buy a new part! Well, if the cap fits.....

The letter conjured up in my mind, a vision of one or two members who fit that description, but it also prompted me to jot down just what I spend on trail riding in a year. First there are those consumables which we all fork out for month in month out - tax, insurance, petrol, tyres, chains, sprockets, plugs, oil - even pub lunches. Then the other not so frequently purchased items like the bike itself (depreciation), clothing, helmet, boots, major repairs and even hotel bills for those weekends away. Beer should perhaps be included as it seems to form an essential part of most of Lancs Group runs!

When I totted up the aforementioned it came to a whopping £750 a year. Multiply that by the membership of the TRF and we are looking at £1,000,000 plus per year. OK so we do not all spend £750 a year, so lets be conservative and say half a million - still not an insignificant amount. Now when I spent my £750 last year I can never remember going into a shop, or even a pub and saying to the proprietor "I'm here because of your ad, or you were recommended by a TRF members" or words to that effect.

So could we perhaps, for very little effort, do ourselves some good?

In the short term, make sure you mention it if you patronise a Bulletin advertiser, in the long term is it worth approaching say a chain/sprocket dealer such as Superspro or B.&C. and letting him know that we could put £75,000 worth of business his way if he gave us a small discount and had a regular add in our monthly mag. Worth thinking about?

NETTLEBED

P.S. Now is the time to make a note of our Annual General Meeting. We are back at the Birmingham National Motorcycle Museum this year. The date is 6th October, 1991 commencing promptly at 11.00am. Suitable items for inclusion on the Agenda should be submitted to the Secretary before the end of August.

If you have never attended an AGM and find such occasions boring, why not give it a try - it's our only national 'get-together', there is a good cafe and the museum itself is well worth the trip!

# LETTERS

## On your bike sir

How nice to hear from Brian Thomson again. Whilst I am aware that some people have had hard words to say about him I feel that he has done an incredible job for the TRF. And nobody is perfect. Thanks Brian.

BUT, I quote from his letter, 'at 53 I am too old for active trail riding'. RUBBISH. At 53 your experience should start to show. Since I was 53 I have been on 3 Ebbrell runs, been to the French Alps twice, been to the Drome with Tim Stevens twice, competed in the Trophy Cevenol twice, done many trips to Wales, Lakes, Dales, Moors and regularly ride in my own Peak District area. I thought only teachers retired early. Don't give up now Brian, you've got another fifteen years yet.

*Rod Butterworth STAFFS*

## Ridgeway Information

I am writing to inform you of our appointment as wardens of Barbury Castle Country Park on the Ridgeway.

We shall be available to any of your members who require assistance, drinking water is now available at the warden's bungalow which is just outside the Barbury Castle Car Park. We are now supplying hot and cold refreshments also at the bungalow. In the very near future it will be possible on a very limited scale to camp overnight subject to prior arrangement. If we can be of any assistance please do not hesitate to contact us.

*Brian and Lynne Simpson*

*Ridgeway Farm, Barbury Castle Country Park, Hackpen-Burderop, Wroughton, SWINDON, SN4 0QH. Tel: (0793) 815346*

## ...and information required

I would like to enlist you and your readers help in a project I'm just about to start. I'm a postgraduate student at U.C.N.W., Bangor, Wales studying conservation and land management and I'm doing my thesis on off-road vehicle recreation. Specifically I'm looking at the Ridgeway, an area I know well myself. As an ex-trail rider (ex-TRF) I would be very interested in hearing your views on the history and conflicts of different users on the Ridgeway. I'd like to hear the experiences of TRF members who've ridden the Ridgeway, particularly with regard to whether they think they do or do not cause erosional damage and displeasure to other recreationalists; more or less so than other users.

As a Berkshireman born and bred, and a frequent user of the Ridgeway (on motorcycle, foot and pushbike) it is a subject close to my heart. I'd most appreciate any information from the TRF that would help me in compiling my report on the history and conflicts of off-road vehicle recreation on the Ridgeway. You can contact me at 41 Marlowe House, Grove St., Deptford, London SE8 3AD Tel: 081 692 6844 or via Richard Louis Bonney, c/o Dr. Colin Price, S., A.F.S. Building, U.C.N.W., Deiniol Rd., Bangor, Gwynedd, LL57 2DG

*Richard Louis Bonney, (Ex TRF Member)*

*(Answer with care. Ed.)*

## Humberside Horses

On May 26th three members of East Yorkshire TRF, myself XR250F, Neil Townend (Tosh) XR250F and Darryl Whelan XR250L, helped at the Toyota Scunthorpe Horse Trial, held at Normanby Hall, Humberside. The trial is a three event trial, Dressage, Show Jumping and Cross

Country, our job was to collect score cards from each of the 30 jumps over a 1 3/4 mile course, set in the grounds of this Majestic Hall, Red Deer and Peacocks roam free. We had to follow every 6th horse starting at 1 minute intervals, about 375 horses compete in this event. Our lunch and expenses were provided and a generous donation of £55.55 was made by the Scunthorpe Leisure Services which has been forwarded to the Fighting Fund. The East Yorkshire Group is alive and kicking with up to 30 members, runs every 2 weeks.

*Mr. D Barrett EAST YORKSHIRE*

## Notes & Moans from Norfolk & Suffolk

### FRIDAY 31 MAY

Attended R-O-W meeting Suffolk County H.Q in Ipswich. Some points which came up are as follows: Two meetings a year are to be held probably October & April for Council and User groups and a Summer Meeting Council - User groups and Landowning interests ie Farmers Union and the Country Landowners Association. Widths of Rights of Way were discussed mainly at the highest status if only as a warning to horse riders and walkers.

Public Inquiries 9 cases with the DOE awaiting Inquiries? Case to be submitted to the DOE. This is in addition to 6 currently being advertised.

The meeting was attended by reps from the Ramblers, British Horse Society, Brechland Landrover Association, Suffolk Federation of Bridleway Groups and the TRF.

### SUNDAY 2 JUNE

Stephen Canning DT125LL and myself KMX125 meet up with Tom Molloy TS250.& Roger Young KMX200 at Baldock around 9.30. We waited till 9.55 but no others from the N & S Group bothered to do the journey. Pity, apart from making me look a right PRAT for arranging the run you missed a super day out. Tom found what must be one of the only puddles in the whole of Hertfordshire to lay down in. The Rups, Byways, UCR's we rode were rock hard from a long dry spell. I am told that when wet the route we took takes a lot longer as it's more difficult. Just after Tom's dip we stopped for lunch. I must be suffering from a memory lapse. I cannot think of the name of the pub except it has a famous organ in the lounge bar. After a good meal and a pint (Yes- just one must be a record for me!), we put in a few more uneventful but enjoyable miles of Green Lane motorcycling. On arriving on the outskirts of Letchworth, in fact a place called Ickleford, we rode down the byway towards the railway and through a river. I fell and hit my hand on the parapet of the bridge. The bridge was undamaged - my hand painful but no lasting injury! This was the last lane planned for the day so back to Tesco car park. Pull up by our transport for home and yes it rained.

Yes a good day out thank you Tom and Roger.

Now for a bit of a moan N & S. Group Members. I asked do you want to ride away from home. Yes- I was told. I then told members the date. Yes-that's OK I was told. A couple phoned me to say sorry can't come. The rest just couldn't be bothered. To say the least it was embarrassing when Tom and Roger met up with the two of us who did make the trip. I was one of the founder members of the Norfolk and Suffolk Group back in 1984.

Members come and go. I have been doing R-O-W work since the start. It's taken up hours of my time but of late it seems to me that little or no support has been forthcoming I am getting to the end. If you want me to stay say so. It's back me or sack me time.

It's up to you....

*Andy Downes Norfolk*

# GROUP NEWS

## EAST YORKSHIRE GROUP

THE 1991 LIST IS GIVEN BELOW. WOULD ALL MEMBERS PLEASE INFORM THE RUNS LEADER THAT THEY INTEND TO RIDE SO THAT ADEQUATE RUN LEADERS CAN BE PROVIDED.

ALL RUNS START AT 9.30 am UNLESS SHOWN OTHERWISE

JULY 28th	HELMSLEY	North Yorkshire Moors
AUGUST 11th	" "	Holmsfirth
AUGUST 25th	" "	TBA
SEPTEMBER 8th	BASLOW	Derbyshire
SEPTEMBER 22nd	PICKERING	
OCTOBER 6th	SETTLE	Dales
OCTOBER 20th	PATELY BRIDGE	Lower Dales
NOVEMBER 10th	HELMSLEY	North Yorkshire Moors
NOVEMBER 24th	PICKERING	Forrests
DECEMBER 8th	BOOTHFERRY	Yorkshire Wolds
DECEMBER 22nd	SETTLE (Subject to Weather)	
DECEMBER 29th	ASKERN (Subject to Hangover)	

Runs may be altered due to weather or other circumstances so do not turn up without checking that the run is still on. Noisy bikes will not be accepted. Please ensure all bikes are in good working order, that they are road legal, carry tools to fit Don't rely on others. Try to keep to track. Give way to horses and walkers.

Meeting 2nd Wednesday in month, Kellingley Social Centre, Knottingley. *DAVE BARRETT*

## SUSSEX GROUP

For some inexplicable reason there has been a sudden increase in membership of the Sussex Group, especially in East Sussex. The appalling traffic congestion and lack of decent roads (apart from the green ones) from East to West makes it impracticable for some of the new members to get to the monthly pub meeting, so Charles Whittaker offered to organise a sub-group in the Lewes/Eastbourne area. This looks like being quite successful, and it is hoped that the whole group can meet up in July for a run in the Lewes area.

The monthly pub meetings at Cowfold have been very well attended recently, with up to 30 people. This is presenting a problem, because there is no separate room available. It is difficult to have a proper discussion or communicate with the new members, so we are considering a change of venue. Simon (12bhp and proud of it) Seagram and George (TransAlp) Scowen, who are pub experts, are going to look around in the Cowfold area for a pub where we can have a room. I hope the new members will bear with us until this can be arranged. No change will be made until members have been advised in "Trail".

The green lane research project is going very well. Four or five people have been making occasional visits to the records office, and several Inclosure Award roads have been discovered (now Public Bridleways) and used on group runs. So far we have no problems. I think this is just the tip of the iceberg and in West Sussex there are as many carriageways classified as BR as there are classified as RUPP.

*Bevis Billingham.*

# BMF

date: 22nd May 1991  
from: John Chatterton-Ross  
BMF Govt. relations director

At the BMF Club Forum in March, several members representing national and one-make clubs expressed concern to Pete Ryder (BMF chairman) and other BMF officers about possible future legal threats to the use of older motorcycles. Pete asked me to prepare these notes for you. I hope you will consider using them in one form or another in your club magazine. If you do, I hope it will be of some interest and use to your members.

The BMF is often asked about the threat in legal terms to the continued use on our roads of older motorcycles. In the UK there remains a strong tradition of using bikes both old and new as regular transport.

It is common to see especially valuable or exotic machines being transported to events around the country on a trailer behind a car. There is nothing wrong with this, but unless we wish older bikes to disappear or to be seen only in museums and at parades, we must continue to use them on the public highway as well.

There are all sorts of reasons why BMF members keep old bikes on the road. Probably the best way to ensure they may continue to do so is to ensure that we continue to exercise our rights, thereby ensuring the Dept of Transport continues its present policies. For apart from one or two exceptions, it has long been DTP policy not to make new laws retrospective. (Older motorcycles must be maintained to current standards on matters like the minimum permitted tyre tread depth, but nobody can argue with that.)

The BMF has always found the DTp helpful when discussing any regulation that might affect Construction & Use regs as they apply to older bikes. A good example concerns replacement silencers, an issue going back over 10 years to the time when Bruce Preston was BMF chairman. The regulations have proved a sensible way of seeking to do something about the noise problem, which came not from new or standard equipment but mainly from poor quality aftermarket accessories.

However, more and more traffic laws come not from the DTp but from the European Community (EC) authorities. Across the Channel, the attitude towards the use of old motorcycles (and cars) is often different. Many people cannot understand why anybody in their right mind would prefer to use an older design. A coalition led by MEP's representing European "Green" parties in the European Parliament in Strasbourg nearly succeeded recently in passing a resolution suggesting that all private vehicles over 12 years of age be banned from the road. The thinking behind it was that modern vehicles are designed more with the environment in mind, and that their use should be compelled. That it was only narrowly defeated indicates the strength of feeling.

In fairness, I should say that at present the European Parliament has only advisory powers. Had the resolution been passed, it would not have posed an immediate threat. Authority still rests mainly with the European Commission and the Council of Ministers.

Next, type approval. Most readers will know that a system of type approval has existed for a long time for many types of vehicle. It is a complex area of laws and regulations, some emanating from the EC and some from national regs. Soon, motorcycles, and three-wheelers will come under a system of EC type approval. Type approval has some benefits with which we are all familiar as a result of car regs. One example is the standard nature of 12-volt light bulbs, such that replacements

can be found anywhere in the EC and beyond it into those countries using EC regs as a model for their own. Standardisation also helps keep prices down.

However, there are areas where by accident rather than design, type approval might harm motorcycling unless the regulations are carefully drawn up. For example, the manufacture of spare parts for now obsolete designs. Many clubs within the BMF engage in small-scale operations with sympathetic manufacturers in having spares made to help keep their favourite marque on the road. Other members like to design and build specials. It is for reasons like this that the BMF is so concerned about European regulations, and is devoting much of the resources you provide on representation at international level. With the ACU's co-operation, the BMF now sits on the FIM road safety committee.

Despite the BMF's success lobbying in Brussels and Strasbourg, we recognise that the British cannot succeed alone. It is essential to seek international co-operation. The FIM, with its recently renewed interest in road riding, provides the forum. Considerable progress is being made. The EC has agreed to recognize the FIM as the authentic voice of the consumer on motorcycling matters. A timetable is now being worked out with EC officials to look at their type approval proposals, and for the FIM to consult riders throughout the EC and report back. This will provide a framework for us to use on any other matters which may affect us.

Your continued support for the BMF's aims is crucial. You can show it by continuing the British tradition of an interest in and enthusiasm for the use of all kinds of motorcycles. It strengthens our hand in representing your interests to those officials and politicians dealing with transport policy. I must mention that doing work at international level costs far more than buying petrol to the DTp offices in London. BMF officers who work on members' behalf do so as volunteers and try always to arrive by motorcycle, both out of personal preference and to show our belief in them as practical transport. However, there are occasions when squeezing this work in with things like earning a living means having to resort to air travel or a train.

So it costs money. Your Federation is well arranged and is not in a financial crisis, but obviously it greatly values and relies on your continued support.

*John Chatterton-Ross*

#### BRIEFING ON VEHICLE EXCISE DUTY FOR MOTORCYCLES (22:05:91)

Increases in Vehicle Excise Duty for motorcycles were introduced as part of the 1991 Budget on 19th March. The only reference to VED made by Norman Lamont, Chancellor of the Exchequer in his budget speech was that he was maintaining the present level for cars at £100 per year. The increases in duty for motorcycles, three wheelers, recovery vehicles and special road-going machines were notified by a Department of Transport press release dated 19th March. The subject received minimal publicity except in the specialist press and some motorcyclists are still unaware of it.

The revised annual rates of duty are as follows:

Classification	Old Rate	New Rate	% Increase
Moped	£10	£15	50
3-Wheel Moped	£10	£50	500 (!)
Motorcycle under 150cc	£10	£15	50
Motorcycle 150cc to 250cc	£20	£30	50
Motorcycle over 250cc	£40	£50	25
Three wheeler	£40	£50	25

Note that the three-wheel moped (Ariel Three, Honda Stream, etc) has been reclassified as a three-wheeler hence the massive increase in VED.

*(What do YOU think about this - let me know - Ed.)*

## EASTER IN 'SUISSE NORMAND'

Little over 40 miles south from the port of CAEN lies the beautiful area known as 'SUISSE NORMAND'. No snow covered Alps or mountains but lovely unspoilt French countryside with steeply wooded hills descending to sparkling rivers or streams.

It was to be the clubs first 'ride' abroad and I think we must have had 'beginners luck'. Smooth Channel crossings, good weather, an excellent and inexpensive hotel endless tracks and trails and helpful French riders. But best of all no 'hassle' - we hardly saw anyone when riding despite it being Easter weekend. The French countryside appears to be much more thinly populated than our own.

We rode about 45 miles on minor roads from the port of CAEN down to the small town of Pont d'Ouilly which lies either side of the beautiful river ORNE. We arrived about 9.30 a.m. Good Friday morning and after removing panniers and other gear into the Hotel set off exploring on our own. Few maps were needed as there was so much country to ride around the town that basically one map was sufficient - the I.G.N (INSTITUT GEOGRAPHIQUE NATIONAL) 1:50,000 being quite adequate as it shows quite clearly the minor roads and tracks.

The following day some local club riders appeared, having been previously advised of our arrival, and offered to show us some of the tracks and trails they ride. As there was twelve of us and two of them we split into two groups reflecting the differing levels of riding experience. The French lads were local Enduro riders and the pace was pretty quick over a wide variety of going. Dirt and stone roads, farm tracks, little used 'green' country lanes and lots of wooded tracks. Stops were made occasionally to tackle steep wooded ascents or descents more popular with the experienced trials riders than beginners but all great fun and no harm done.

There seems to be so much to ride in a relatively small area with little visible restriction and hardly anyone to bother you. We were invited to attend the local MOTO CLUBS biannual dinner that night and were collected by club members from our hotel and driven about 16 miles to their Club House. The dinner was excellent but there didn't prove to be any takers for the dance afterwards. I think we had spent all our energies on the riding and most were pleased to get back to the Hotel for some rest before the next full days riding.

We had no french lads with us on Easter Sunday but one of our experienced leaders had a suitable map and with the abundance of trails to choose from we still had a thoroughly good days run over 70 miles despite fairly frequent stops. One of which was caused by an over eager rider charging down a forest road until brought up by a sharp chain stretched across the road and hidden in the shadows of the tall fir trees either side. Fortunately Neal was only badly shaken and we were able to straighten the front end of the bike sufficient to make it rideable for him to get back to base but it was a warning to us all and should be to all other riders not to presume that there is always clear riding ahead. Always leave room for emergencies.

The French lads led us again on the final morning through magnificent woods and endless country trails leaving a lasting impression of a trail riders paradise. We were fortunate in having one rider among us who spoke good French, he was a great asset on many occasions, but when without him we always found the French helpful and I believe pleased to see us.

We had a marvellous weekend at reasonable cost. The ferry cost us £32.00 each return for rider and bike (Brittany Ferries Portsmouth - Caen) and the Hotel du Commerce charged us £53.00 each for 3 nights Bed and Breakfast and two evening meals and wine - allow another £25.00 for fuel and beer and it could have been done for £100.00

This may well become an Easter fixture.

*Dick Smith Glos. West Midlands Group TRF*

**J**OHN FOWLER is in the news again. He was one of those who responded to the advert last month about a possible Ox & Bux group, and not just by turning up, he also volunteered his services as Oxfordshire Rights of Way Officer. He had already offered to do the co-ordinating job, which was why Oxon was not shown as a black hole. So you know what to do to get honourable mention in these columns, just volunteer. Well done that man. How about Bucks for you?

Altogether there were seven people from the area who turned up, and two apologies, one from a rider-agent who was away in Iceland. What a wonderful place that must be for trail riding! He and I were discussing how best to carry extra fuel on a trail 'bike before he went, and his conclusion was to have a trailer fitted up for the job. I did say that Watsonian had an option to bolt a contraption on the side, but he concluded that one must be daft to ride a motorcycle, dafter to seek out the worst roads to ride on, dafter yet to go to a distant volcanic island to do it, so to use a sidecar as well would invite certain certification.

Funny, isn't it, how you don't hear of rider-agents any more? Perhaps they wouldn't be seen dead on the products they sell, or perhaps the riding position of the average road bike causes too much strain on the pocket with the wallet in it? My ordinary road bike will out perform the horniest of Gold Stars of yesteryear, except for certain in decibels, yet many of our junior colleagues look down on it as boring. Back in those days it was the Tiger Cub that was boring, not big enough to keep up with Golden Arrows even, and no good for trials because it was too heavy compared with Bultacos and Montesas. But now look at the pre-65 scene and you can't move for T20s. It just goes to show that there are no bad motorcycles, whatever you might think, only unfashionable ones.

*Younger readers please note: We are talking here of days in the distant past, just after the last dinosaur was tinned as pet food for sabre-tooth tigers, when every schoolboy knew what a subjunctive was, and before there was any such thing as a trail 'bike. We rode what we had, and we were none the worse for it. If we still had girder forks and rigid rears there would be no talk of middle aged Hon-members not being able to keep up. There would be no talk, because we would all have shaken our teeth out by thirty.*

Next weekend I am off to the ferruginous foothills and calcareous concavities of South Gloucestershire to chat about this and that and rights of way. Perhaps I will see you there. Or, more exactly, would that I could have seen more of you there.

As you might have gathered, not much of interest has been going on except in wildest Oxfordshire, but hold on a minute. As I bang the keys, Richard Marshall is on the telling-bone to let me know that Powys is no longer a black hole. Derek Wilde is the man responsible, a new member this year, and he lives at The Swan, so perhaps I ought to go down there and offer our help over a jar or two. It is particularly fortunate that Powys has now its own contact. Many of us ride in mid Wales, in fact it has been one of the most hassle-free areas once you get to know the unclassified road network, but that may be changing.

An odd thing seems to affect one or two of the local riders. They go riding and get to know the lanes and the farmers. This gives them the chance to ride extra lanes by permission, and why not, you might think. But then a lane comes under scrutiny, perhaps a Byway claim or some other legal problem. Do these locals troop along with their years of evidence? No, of course not, not if it might offend the farmers who give them permission to ride the 'iffy' lanes as well. No, they keep their heads down. They can still go riding even if the odd lane is officially closed, because they have permission. And of course this means that visitors might be encouraged to patronise their establishments, so that they too can benefit from this permission.

As a result of this short-sightedness, think what happens when we do need to defend a downgrading. Up pops the farmer and says 'Oh yes, I gave them all permission' so any motorcycle user evidence goes down the pan. The worst bit is this, though:

Many of the 'iffy' lanes may have legal rights anyway, if only someone had the nous to look at the old records, so the permission which seems so kind and generous is nothing of the sort.

May I add that I have no one person in mind, and I am sure that it happens elsewhere too. If it gives you a slightly uncomfortable feeling, good. Think on. It should. It makes me seethe. TRS

Please let us know the good (& bad) news from your area, too. Write to me, or the editor; the addresses are on page two.

During our monthly club meetings the idea of a long weekend in the Isle of Man was mooted. After a few drinks it sounded a great idea. With brilliant organisation by Brian, who even had a guide book (1991 Good Beer Guide), the end of April was chosen. Accommodation was at the Balmoral Hotel, Douglas (0642 675338) at £9.20 per night, including bed, breakfast and 3-course evening meal, but unfortunately not bar bills. (Tip: If you eat quickly, you'll get another course). We were admirably looked after by Paddy & Sheila during our stay and can recommend it highly.

Friday dawned clear and bright, unlike some of the group who spent too long in Bushy's Bar (Bitter OG 1037, Old Bushy Tail OG1045). We were on the road by 9.30 heading towards the South of the Island. The first few lanes were straightforward and only Tony fell off. Pete showed us a road near Ronague, where an optical illusion made the bikes appear to freewheel uphill. The calm before the storm as the lanes suddenly become far more 'interesting'. Like lambs to the slaughter, we came to Glenmaye. It started off very pleasantly, a deep vee, well overgrown but keep your mouth shut unless you eat insects!

A jam occurred at one point and, judging by the clicking of camera shutters, an interesting one. The holdup was a rock step, no one could get grip, apart from Fez. With tread on his tyres he's dangerous, but having launched the DT towards the mid-morning sun, he realised immediately that Newton was right after all. He managed to get away with 2 working legs, and a smashed rear light, little consolation for the fact that no-one had captured Britain's first Astronaut on film.

Eventually the obstacle was overcome, but the next section consisted of wet, slime-covered rock slabs. We man-handled four of the bikes up these before it was agreed that the other four should go back and meet us at the Glenmaye Hotel (Castletown bitter OG 1035). Fez was so knackered he couldn't manage to get to the bar to buy our drinks. After lunch the lanes were passable, as they were dry. Tony had plenty of opportunities for photographs and even time to clean his bike. The latter part of the afternoon was spent sightseeing (recovering).

Saturday was clear and bright and the whole of the IOM's TRF membership turned out to guide us round. He (Jonty Arkell) brought his friend John as well. As they had both had trials machines and the route was to be round the mountain we became worried! We went to Baldwin and then up the mountain towards Snaefell. The lanes, all several miles long, were excellent. At our first halt the local lads were impressed by the distance we had covered. Tony took photographs and cleaned his bike. Coming off the mountain Jonty decided to query the alignment of his front wheel bearings while simultaneously negotiating a steep downward slope. This is an impressive manoeuvre if demonstrated by an expert, unfortunately he wasn't one and Newton won again.

Lunch was at the Sulby Glen Hotel (Bushy's Piston Brew OG 1045). After refreshment we explored a derelict industrial village above Tholt-y-Will. This entailed a steep climb after crossing a river, in which Brian fell off. It's difficult to explain what he looked like but the photograph is amusing. Coming back over the mountain it was Barry's turn to fall off in a stream, breaking his rear light. Most of the lanes were dry and dusty but the last one had deep, water-filled bomb-holes at each end. Tony fell off, took photographs and cleaned his bike. At the end of the lane our local TRF member stopped to admire the scenery and, as it was well over knee deep, we had to drag his bike out. We tried mouth to mouth, but it was now a dead Yam. Since we'd finished for the day Tony gave Jonty a lift home to get his van, this became the longest period of not falling off. We all rode sedately down from Creg-ny-Baa, except for Barry, who showed us how to prevent anyone overtaking on the TT course by switching to direct chain-oil injection and giving the Suzuki full throttle.

The resulting smoke - screen would have done justice to Saddam Hussein. Sunday started dull. We were out by 9.30, but only six of us. A certain TRF Chairman had forgotten to turn off his chain oiler the previous day (memories of total-loss oil systems on Brit-Bikes), fortunately there was plenty of sand around. We headed towards Snaefell but the mist was down, so we went lower, down some long, boggy lanes and even got through after falling off. A bit of rescue work by Pete and Brian returned a lamb to its mother, whilst Tony cleaned his bike. Lunch was at the Hotel at 1.00, we arrived at 12.59. We ate leisurely, Fez didn't finish till 1.09. It was lamb.

The other two joined us after lunch. The lanes were excellent and we covered quite a few miles. One new lane we found on the Tourist Board map through Colden Plantation was impressive but, unfortunately, too boggy to get through. There were plenty of fallen trees across the lane and we had to move two to get as far as we did. Tony led on the way down and, after getting through the last tree, pulled the branches back for John to come through. Unfortunately he pulled the wrong way and nearly took John's head off, not that he uses it much anyway so it wouldn't have been a problem.

On the first lane after lunch Brian fell off breaking his clutch lever. Being a fully paid-up TRF member he borrowed a spare from someone else. The last lane of the day held a surprise. Pete and Barry were in the lead and took the wrong line. The lane looked like it had been churned up by 4WD and they became well stuck. In typical TRF style, everyone else went another way. When they hadn't turned up Tony stopped cleaning his bike and went back to show how it should be done. We got back to the hotel around 7.00, very tired, some very muddy, but all satisfied with a great day out.

In summary we managed over 20 man-days trail riding. Two days were clear and bright, one was overcast and one was lousy. The only problems that needed fixing on the lanes were a broken clutch lever and dirt on Tony's bike, a tribute to good bike preparation (or chicken riding). Overall we had a great four days and thoroughly enjoyed it.

As a guide, a car, trailer, 3 bikes and 3 people cost £228 return cheap rate on the IOM Steam Packet from Heysham. A 1:25000 ROW map can be obtained from the IOM Tourist Board in Douglas for £4.00. Also, most ROW's are indicated by little signposts showing a motorcycle.

The group comprised Barry (Suzuki 250), Brian (Honda XR600), Dave (Honda XR200), Fez (Yamaha DT175MX), John (Yamaha DT175MX), Pete (Honda XR250), Russell (Honda XL250) and Tony (Kawasaki KDX125).

*Brian Haywood & Friends, Leicester / Joint Effort*



### MAIL ORDER SPROCKETS & CHAINS

We carry every sprocket for every motorcycle in every tooth size produced. We also carry every size & type of chain.

**0547 528201**

Station Works, Knucklas, Kington,  
Powys LD7 1PA

### BRECON BEACONS

B & B and "New Coffee Shop". Most rooms en-suite with colour T.V. Ample parking and licensed. Pubs and town 2 minute walk.

B & B from £12.00.

### Beacons Guest House

16 Bridge Street, Brecon, Powys LD3 8AH

**Telephone: (0874) 3339**

We welcome all old members & new!

GEOFF WILSON, TRF MEMBER, DIRECTOR FOR TOURING & ENVIRONMENT AT THE BRITISH MOTORCYCLISTS' FEDERATION, AND CHAIRMAN OF THE MOTORING ORGANISATIONS' LAND ACCESS & RECREATION ASSOCIATION, IS DRIVEN BY THE HOPE THAT ONE DAY THE TRENCH WARFARE THAT EXISTS BETWEEN TRAIL RIDERS AND SOME OTHER COUNTRYSIDE USER GROUPS MAY CEASE. HERE HE SUGGESTS HOW FOLLOWING A LEAD GIVEN BY THE AMERICAN MOTORCYCLIST ASSOCIATION COULD LEAD TO THE FULFILLMENT OF THAT HOPE.

"The sky is deep blue. Tumbleweeds roll across the dusty wagon trail. Snowcapped mountains shine on the horizon. The view is breathtaking. It's practically like a trip back in time to the Old West. And the best part is, that you can enjoy it all from the seat of your motorcycle". So begins a feature in a magazine I recently received from the United States of America.

Cultures relating to land ownership and use differ from country to country. Certainly they do between the USA and Britain. The reasons (or excuses) are many. Ranging from the USA not being saddled with a history of land being gifted to barons and knights of favour in the middle ages, to land use being on average more intense here than in the States. Whatever the reasons, the result is that almost none of Britain's land is 'public', in the sense that it is not government owned and does not have a general right of access onto it by the public.

This isn't so in the United States of America where much less of a percentage of land is under private ownership than here in Britain. What isn't privately owned in the USA is known as 'public land' and there is more than 270 million acres of it in just the 11 Western States where it is administered by the Bureau of Land Management (BLM); a government department.

An agreement recently signed between the BLM and the American Motorcyclist Association has opened up to motorcyclists a network of historic and scenic routes throughout the West known as Back Country Byways. The agreement is designed to give motorcyclists and others the opportunity to experience the natural splendor of the West's public lands. The programme calls for development of a system of rural routes that range from paved roads to dirt trails. Some of the trails follow in the tracks of wagon trains from the last century, while the others provide access to scenic locations even further off the beaten path.

More than 18000 miles of Back Country Byway through Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, South Dakota, Utah and Wyoming have been designated. Now follows an ongoing programme of development and maintenance.

Under the plan American Motorcyclists Association members will be involved in projects ranging from roadside beautification and light maintenance to providing historical information about routes to travellers. The BLM will assist in the development of signs, brochures and other promotional materials concerning the importance of respecting public lands.

Standards for these projects will be jointly established by the AMA and BLM assisted considerably by representatives of motorised recreation who have seats on the Advisory Councils of the BLM. Rob Rasor, AMA Vice President, announced that "This new programme represents a great opportunity for motorcyclists to help preserve one of our most important recreational resources: public lands".

A key ingredient to the success of this imaginative programme is volunteers. For generations to come volunteer help will ensure that scenic and historic routes do not disappear due to neglect and deterioration.

Would that the Countryside Commission (the nearest thing we have in Britain to the BLM), and others, would cease oppression of vehicle rights in Britain's beautiful places and follow the BLM's enlightened example. Heritage Byways should be created in this country. Starting with the 4% of public rights of way that are byway now; and maybe even by creating some new routes for vehicles on the same principle that long distance paths have been created for walkers. Heritage Byways could be granted some protection status akin to that given to listed buildings. After all, why should an ancient route not be protected against downgrading or diversion, or even against inappropriate improvement? And how could even the most insensitive amongst us ever do damage to a Heritage Route!

What I am suggesting will not mean that Britain's beautiful places will be over-run by trail bikes and four-wheel drive vehicles. It would simply mean that the 5000 miles of unmade road with vehicular rights (byways) which have escaped the tarmac machine would be protected forever as examples of what roads used to be like in the 18th, 19th and early 20th centuries. Protected against being embraced into the 120,000 miles of footpaths or bridleway.

A place for motoring organisations representatives at the Countryside Commission would help begin putting such a plan in place.

The first National Parks were created in the USA more than half a century before the first came into being in England. Eventually we followed the US example. Let us do so again....but much more swiftly this time.

The BLM / AMA Back Country Byways Agreement could be used as a blueprint for ending once and for all the energy and finance sapping internecine warfare which exists here in Britain between motorised and some none-motorised recreational user groups.

*Geoff Wilson*




**SPECIALIST OFF ROAD ACCESSORIES**  
MAIL ORDER TO ANYWHERE  
LOCAL - NATIONAL - INTERNATIONAL - OFF THE BEATEN TRACK  
DON'T WORRY  
Helmets, Clothing, Boots, Oil, Plugs, Sprockets etc and much more  
Phone for your FREE 'Dirty Book' Catalogue of Motorcycle Clothing and Accessories  
PHONE: 0257 453385 (9am - 9pm inc. Sundays)  
Fax: 0257 453313 (9am - 8pm)  
SHOP OPENING HOURS  
9am - 6pm Mon - Sat


  
**MOTOCROSS**

Holeshot House,  
Doctors Lane, Eccleston,  
Chorley, Lancs PR7 5QZ



**OFF ROAD MOTORCYCLE CLOTHING**

BREMA Produce a full range of Trials and enduro clothing for the off road enthusiast, and it is manufactured to the highest possible standards.

Please make your mail order enquires to:-

M.D.S. ENTERPRISES  
M.D.S. HOUSE  
52 QUEEN STREET  
CARLIN HOW  
SALTBURN  
CLEVELAND  
TS13 4DQ



# WHICH BIKES

## Survey

### TOP FIVE MAKERS - HONDA, YAMAHA, KAWASAKI, SUZUKI, BMW

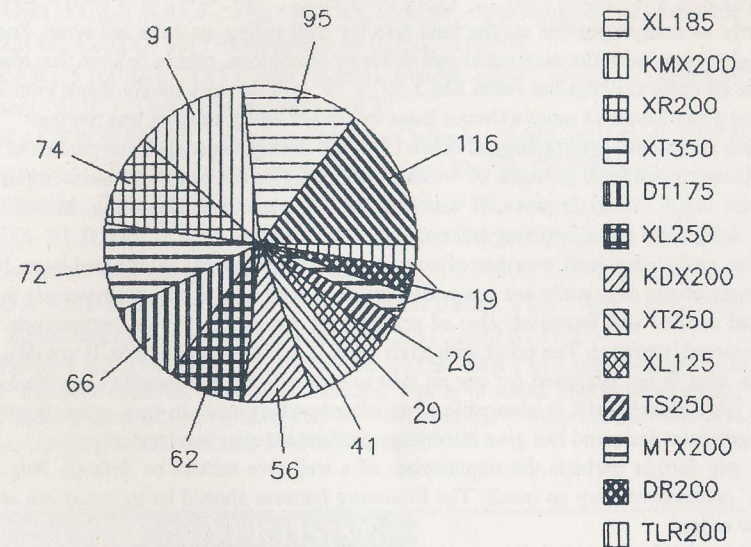
XR250	116	XR350	7
XL185	95	XL600	6
KMX200	91	IT250	6
XR200	74	KLX250	6
XT350	72	XT550	6
DT175	66	TL125	6
XL250	62	KDX125	6
KDX200	56	IT175	5
XT250	41	XLR125	4
XL125	29	TRANSALP	4
TS250	26	C70	3
MTX200	19	TT350	3
DR200	19	XL500	3
TLR200	19	DR600	3
DT125	18	KE125	3
KL250	18	KE100	3
KMX125	17	DT250	3
TS185	17	TT600	2
BMW80	15	TW200	2
DR400	15	XR500	2
KLR250	15	XT125	2
XT500	14	IT500	2
XT600	13	TY250	2
PE175	11	TLR125	2
SP370	11	YZ250	2
KLR600	10	AFRICA TWIN	2
DR125	9	MTX80	1
TY175	8	KX500	1
KE175	8	XR80	1
BMW100	8	TL125	1 (?)
MTX125	7	TENERE	1
XR600	7	DT100	1
DR350	7	PE400	1

### OTHER MAKES

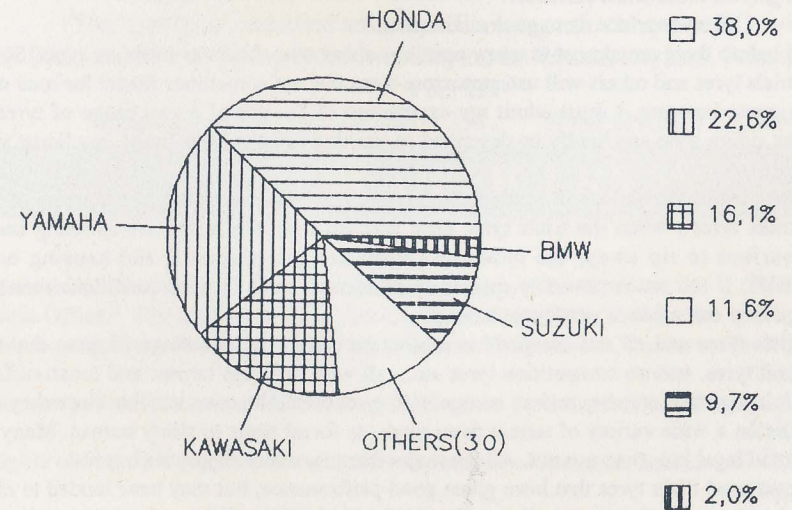
BSA	11	CAGIVA	2
HUSQVARNA	10	FANTIC	2
TRIUMPH	9	ARIEL	2
CAN AM	8	CCM	2
MZ	8	ARMSTRONG	1
KTM	7	BETA	1
MONTESA	6	MAICO	1
OSSA	6	MATCHLESS	1
APRILIA	5	LAVERDA	1
BULTACO	4	MORINI	1
AJS	3	CZ	1
ITALJET	3	* DNEIPER	1
GUZZI	3	DOT	1
GREEVES	3	ROYAL ENFIELD	1
NORTON	2	FRANCIS BARNET	1

\*( Guess who ? Ed.)

### TOP TRAIL BIKES IN THE TRF



### MOST POPULAR MAKES OF BIKE



# KNOBBLIES

Or not

There are nearly as many opinions on the best tyre for trail riding as there are tyres. Some will insist on changing tyres with the seasons to suit different conditions, others believe that road bikes can be used on all trails and that the Avon SM 3.50" x 19" will do very nicely thank you. The use of suitable tyres gives access to more extreme lanes in greater safety causing less damage.

So let's get stuck in without getting bogged down (Sorry!). Surely the trials tread pattern as used in competitions is strictly defined in terms of width of section, rim diameter and more importantly - tread width and depth. What is more, it was defined a great many years ago, in days before advanced tyre design and manufacturing technology.

The competition trials tyres used now are of course very different from those used even 10 years ago. The stiffness of the side walls are controlled by the use of new synthetic materials to ensure maximum tread control and footprint, also of course high hysteresis rubber compounds to give good grip on 'smooth' surfaces. The point with trials tyres is that the tread pattern is not designed to give maximum grip, is not designed for use on tarmac and will not necessarily clear mud quickly once clogged. BUT all this said, it is capable of excellent performance in very arduous conditions such as mud and loose shale and can give interesting performance on wet tarmac!

Before we go any further perhaps the requirement of a trail tyre should be defined. Not an easy thing as riders' preferences vary so much. The following features should be included but are listed in no particular order:-

Give good safe characteristics on wet tarmac.

Will not strip knobs off under hard acceleration (KLR650 owners!)

Will grip on wet vegetation.

Will break the surface and grip in deep mud / bog.

Will self clean easily and not clog up.

Will not dig in too quickly before power is rolled off.

Will grip on loose shale surfaces.

**IMPORTANT** Keeps surface damage to a minimum.

As I have said before there are almost as many opinions about tyre choice as there are tyres. Some will only use trials tyres and others will use motocross tyres that are sometimes illegal for road use, and of course green lane use. I must admit my experience of the use of a vast range of tyres is limited, and my riding style can hardly be described as pushing tyres to their limits, my limits yes, the machine no!

There is a theory that is backed up in practice that motocross tyres can cause less damage to the surface than trials tyres : when the trials tyres have reached their limits and are spinning badly causing the surface to rip away, the motocross tyres are gripping still and causing only indentations. BUT, if too much power is applied to motocross tyres in poor conditions then the surface damage they *can* cause is very great indeed.

So between trials tyres and all out competition motocross tyres is a vast range of tyres that are described as trail tyres, enduro competition tyres etc.,- all with different tarmac and loose surface performance. It is logical that many enduro competition tyres would be most suitable since they are designed for use on a wide variety of terrain from mud , to forest trails to slimy tarmac. Many of them are also road legal but some are not. All the major manufacturers supply such tyres.

I have in the past used trials tyres that have given good performance, but they have tended to clog quickly in mud and would spin on rock steps rather than grip and lift over.

*To be continued next month.*

# CLASSIFIED

**SUZUKI DR 200.** 200 miles only. As new. £1450.00. Tel : 0200 445657 (Lancs)  
**MOTORCYCLE RACK.** Fits onto BS Towbar - retaining use of. Suitable for machines up to 250cc. £20.00. Tel : Bournemouth (0202) 573044

**XL SPARES** for sale.: 125 Crank, Barrel, Piston, Cases, Gears; 185 Piston, Gears & Flywheel. W.H.Y. Dave Eaton 0606 47470

**"DAMAGED HANDS,** Levers or Master Cylinders ? Not any more." Barkbusters are what you need. Strong, Lightweight Protection. Fits all Dirt & Enduro bikes. £31.50 + p&p. Details : 081 953 2911. Leave a message & I'll call you.

**HONDA TLR200.** H Reg. 300 miles from new. Perfect condition. Ideal for the smaller TRF member. Will get up and down anything !! £1450.00. 061 427 2776

**HONDA XR200A** in Yamaha Motorcross YZ frame. 1980. New MOT.New Clutch, tyres, lights. Make me an offer. Bournemouth (0202) 572700.

**FARMHOUSE ACCOMODATION.** Mid-Wales. £11.50 B&B - £18 with Evening meal. Guided Tours by TRF Founder Member. Workshop facilities. Plenty of trailer space. Undercover area for bikes. Phone Dick or Ann on Pennybont 200 PEN-ROCHELL FARM. LLANFIHANGEL RHYDITHON. DOLAU. LLANDRINDOD WELLS. RADNORSHIRE.

## MAGAZINE ADVERTISING

FULL PAGE £80 / issue

1/2 PAGE £45 / issue

1/4 PAGE £25 / issue

Negotiable for regular insertions.

Classified ads - Now **FREE OF CHARGE** (Up to 3 lines).

(This applies to classified ads only - Enclose cash, cheque or P.O. with ad)

P.J. BALLARD, 210 Spring Meadows, Clayton Le Woods, Leyland, Preston Lancashire,  
PR5 2PP

Telephone: DAY (0253) 45591 x 354 EVENING (0772) 455487

## TRF OFFICERS

**Chairman:** Dave Giles, 22 Ford Lane, Allestree, Derby DE3 2EW

Tel: 0332 552288

**Press Officer:** Gwyn Thomas, Minorities Cottage, Priddy, Wells BA5 3AU

Tel: 0749 75294

**Membership Sec:** Peter Clark, 34 Oak Rd, Barton -U-Needwood, Burton on Trent DE13 8LR

Tel: 0283 713209

**Secretary:** Ian Thompson, Glebe House, The Square, St. Columb Minor, Newquay TR7 3HD

Te: 01637 872813

**Rights of Way Officer:** Tim Stevens, 101 Square Lane, Ormskirk, Lancs. L40 7RG

Tel: 0704 894136

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

Tel: 0332 704748