

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: 061 421 6963
2 & 4 Monday, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport

CORNWALL

Roger Fogg, Tel: 0726 67198
Telephone above for this month's details.

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 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, 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

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, Victoria Road, Blackheath



TRAIL

AUGUST 1991

No. 157

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

EDITOR: Mike "Nettlebed" Pedley.



Volunteers clearing a lane making access possible for all users.

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Try to make it interesting!

All contributions to the Editor

Tyke Trophy Tankard Trail Bike Trial

The TRF-West Yorkshire Group (Affiliated to the AMCA) Will hold a trial for trail bikes on Monday 26th August 1991 to compete for the Tyke Trophy Tankard. First man away 10.30am

The Event will be open to AMCA, TRF members & friends, subject to a limit of 60 entrants, who will be required to take out a day membership of the West Yorks TRF Group (fee £1.00)

The course is intended to focus on the off road riding techniques of trail riders (not designed to break man or machine). Ten or twelve flagged sections will be ridden four times. Marks will be lost on a 0, 1, 2, 3, 5 basis. Sections may be inspected before being ridden.

The rider completing four laps and losing least marks on observation will be presented with the Tyke Trophy Tankard. The best opposite class will also receive a tankard

Awards supplied by Odsal Motorcycles. A draw will be made for the observers award of a flask.

A special timed test may be used as a decider, ridden and the start of the trial then again at the end of the trial, the smallest difference in times taken will be the better.

Eligible classes: two classes of motorcycle are eligible: Trail four stroke and Trail two stroke. Tyre type is optional.

Trials bikes will be welcome to compete, but will not be eligible for an award.

A Results sheet will be sent to all entrants who provide a self addressed envelope, and will show the number of marks lost by each rider on all sections.



Family Camping a pleasant sheltered riverside field is available for camping on Saturday & Sunday nights for a small fee donated to the fighting fund

Car Parking on the trials field, to the east of Lord Lane Haworth near Keighley

NB this is Private Land - No practising in the sections before the event please

Early entry fees, including insurance will be £3.00 per rider, of which £1.00 will be donated to the TRF fighting fund. Subject to a limit of 60 riders.

Late entries taken on the day of the event £4.00

Entries before the 24th August to:

The Clerk of the Course

Gordon Carr

Westfield Farm

Haworth

West Yorkshire BD22 7SA

tel: 0535 644568

Please state name, address, machine type, 2 or 4 stroke, Trials or Trail. Cheques payable to West Yorkshire TRF

Suggestions for Sunday 25th

Numerous spectacular trail runs are available in Yorkshire.

Riding guides will be available.

Alternatively...

bring the family and explore some of the beautiful Yorkshire Dales on foot, there's so much of interest, and its free!

Social Barbecue Sunday evening

EDITOR

"The Ordnance Survey - has it completely lost its way". This year is the OS's 200th Birthday and that question was asked not by me but by Adam Nicholson writing in the Daily Telegraph on the 13th July 1991.

That the OS is a great institution cannot be in doubt and if any question it, let them read, by way of a total contrast, its well- documented history in June's edition of "The New Civil Engineer".

But Nicholson's beef is not with nostalgia but with the Landranger maps - the map perhaps nearest to our hearts and needs.

I am never quite sure of my right to quote from other journals but here goes - "Its newest set of maps, the Landranger series, is a vulgar and destructive picture of the British Isles" says Adam. Strong stuff, eh? Especially when you, like me, have frequently thought "Where would I be without my Landranger?"

Well, where would you be? Back with the old seventh series one-inchers hopefully - a map although slightly smaller in scale is equally as detailed if not more so than its modern counterpart. Our ROW officer Tim Stevens once pointed out to me the problem of disappearing lanes on the Landranger series and Nicholson's article prompted me to compare an '81 Landranger with a '61 one-incher. It is quickly obvious that numerous "roads" (for that is how they are classified on the one-inch) shown by parallel continuous or broken black lines are now mysteriously "downgraded" to the broken pink footpath symbol. According to the one-inch key these parallel black lines indicate a wall or fence - so have these structures now gone - no, of course not - so why has some faceless OS scribe obliterated them? Or is it more sinister - has someone decided that these features will not be shown because they do not want certain members of the public to know that they exist? Who made this policy? The OS is a public body - we have a right to know.

No doubt many of you, like me, treasure your old one-inchers for their detail and evidence. If you don't have any - try your local second-hand book shop - a pound is usually a fair price for a good example - I guarantee you'll find a new lane or two!

There are only a hundred or so one-inchers covering England & Wales and it might be a good idea to at least compile a register of who-has-what and seek out any missing numbers - they could provide a valuable back -up for Tim and useful information for the rest of us.

Finally, to end on a more positive note, many of you will have noticed an ad in the Bulletin for the Cornhill Inn, Rhayader. Bob Buck, proprietor of this splendid 16th Century Inn warmly welcomes trail riders visiting this popular area. Although well served with lanes, the area is somewhat devoid of TRF groups and Bob would therefore like to start one! Suitably located, groupless members will hopefully rally round and support Bob with this venture - please ring him on 0597 810869 or write to the

Cornhill Inn, Rhayader, Powys, LD6 5AB for further details. Having recently spent a week-end at the Cornhill, I can vouch for Bob's hospitality and wish him every success with the new group.

NETTLEBED

P.S. Nearly forgot. Hard on the heels of Adam Nicholson's (Saturday) article came a reply (reader's letters, Monday) from Simon Heffer who ripped into the Landranger on everything - metrification, type face, durability and demanded that the OS be privatised if they cannot better serve the public who support them! (Letters to M.P.'s?)

Photocopies of all articles on request.

LETTERS

First Impression

Having only just joined this club is it to early to put pen to paper ? "No"!

I am a member of some four weeks now and living in flat Norfolk, I thought I would find some hills. So of I went to Hemlsly in Yorkshire a bit under prepared me and my bike. I need good boots and more protective clothing, the bike needed some bits removing i.e. mirrors, wipers, rear footrests etc and better tyres. Undaunted I get up at 4am and set off. I arrive on time as did nine others looking at the nine others I am now sure about the above preparation. Do I care? No, I have done 200 miles to get here and I'm going for it.

"Has thy done this before lad?" I'm asked. "No" I reply. Now what is going through these chaps minds? TURKEY or what - how many times will we wait for him, how many times do we pick him of the floor ? (answer twice) cos it went through my mind.

Off we set, do I need to tell the readers of this mag the run was great, the company was great. These blokes really made me feel welcome. Was this worth a 400+ mile round trip YES. Why did I write this letter? Because anyone borrowing the TRF mag and thinking of joining the club should do so and get on the trail of a good time. Special thanks to Dave Barrat but not to forget the other eight, thanks to them they made me welcome. Now that question was I a TURKEY? I could be, my address is Gt Witchingham Norfolk !

But the answer comes from the other nine blokes. Dave Barrat asked me was the 200 mile journey worth it at the end of the run.

My answer was Bootifull. Signed Turkey Town Terry.

T Medler. NORFOLK.

How the Trail Riders Fellowship Has Affected Me

For the past three months I have been busy revising for my A level examinations. After we finished our courses we were given study leave in order to prepare us for the final examinations. During this period I spent most of my time studying in my bedroom with the odd break of answering telephone calls concerning enquiries to the Trail Riders Fellowship. These were mainly from interested people wanting to know how to join the club. They were quickly dealt with by taking down the name and address of the interested person and passing the information on to my father when he returned from work. As my father is the membership secretary he sent details to these possible new members in the way of an application form and various other information such as the Code of Conduct of the T.R.F

These odd calls from potential members were quite a welcome break for me in the middle of studying and I was quite willing to answer any questions if I possibly could. After completing my last examination on Tuesday afternoon of the 25th June I was looking forward to a relaxing couple of weeks doing nothing, getting up late and sitting in front of the TV watching all the soap operas I had missed. THIS WAS NOT TO BE!

On Wednesday the 26th June the Motor Cycle News published a three page article concerning Trail riding. This showed a typical day out down the green lanes of Wales. As I have been on a few trail rides myself with my father and a group of others I understand what goes on during a days trail riding e.g. Being thrown off the back of a bike into the nearest ditch or half drowning as we try to ride through a 10 feet deep river on a 4 foot bike.

The result of this article was very beneficial to the T.R.F. as was seen by this month's enrolment figures and my secretarial timetable for the next few days that followed. Some examples of this are as follows:

Wednesday 26th June

10.15 am 1st call from enquirer (I was in the shower)

10.17 am Return to shower

10.19 am 2nd call from another enquirer

Tea Break

12.10 pm 3rd call - from censored (couldn't understand a word he was saying).

Half way through watching HOME and AWAY 4th call

The afternoon continued in this way resulting in eight calls from people interested by the Motor Cycle News article. (Thank you Motor Cycle News!)

Thursday 27th June

Awoken by keen new member at 8.34 am

Morning continued with three more calls (resulting in me standing on a staple as I rushed to the phone while tidying my revision papers).

12.40 pm tucking into my beans on toast - 5th call (another enquirer).

The afternoon continued with three more calls as I tried to listen to Steve Wright in the afternoon on Radio One.

5.00 pm Relieved of my T.R.F. duties as my father returns home from work.

I would just like to thank the Motor Cycle News for publishing the article and all those people I have spoken to over the last two days, for preventing me becoming bored during my well earned summer break. I don't know what I would have done without you all!! (Probably seen the last half of HOME and AWAY!).

Susanne Clark

P.S. there were 54 calls in the following week enquiring about the T.R.F.

Mid - Wales

Tim Stevens made a very valid point about riders in Mid Wales abandoning rights of way evidence and who rely for the bulk of their riding on cosy relationships with farmers. This excludes most riders not in the know or "clique". These same "permissive" riders will not object to lane closures or give evidence to upgrade lanes for fear of upsetting farmers and losing exclusive use of good lanes.

It's a sort of competition. Once TRF members ask permission to use lanes that may have vehicular rights, any claim is weakened and hopeless. This does not happen anywhere else though is not unknown amongst our horse riding friends, Like TRF it makes me seethe! It will be very hard to irradicate and in the 14 years I was TRF Rights Of Way Officer I tried but failed to deal with it. One or two riders? Er, not really.

Brian Thompson. NEWCASTLE

Trail Riding at Henley Regatta

I note in the June issue of 'Trail' that further information of the Open Spaces Society was required. The full title is, The Commons, Open Spaces and Footpath Preservation Society. Address : 25a Bell Street, Henley On Thames. R692BA Tel. 0491-73535 Secretary Kate Ashbrook.

As far as I know nobody from the T.R.F. is in contact with the organisation, but I stand to be corrected. From reading the local paper the society does a great deal of work concerning crops growing over paths and opposes any changes in boundary of paths.

I have enclosed a copy of which I obtained from our local library records of one of the problems which the society tackled.....

"KATE WALKS FOR HER RIGHTS"

Green Campaigner Kate Ashbrook went to war with revellers at Henley Regatta when they pitched a marquee across a public footpath.

Dressed in walking gear, Kate, the 35-year-old secretary of the National Open Spaces Society, stormed through a tent of champagne-sipping-guests to make her protest on Saturday. Kate who lives in Turville, fumed: "I could have cut my way through the walls but I may have been done for criminal damage. I wanted to show these people up, but legally." The marquee had been put up by estate agents Simmons and Sons for a firm of corporate hospitality specialists. Buckinghamshire County Council is now considering prosecuting the estate agents for illegal obstruction."

Chris Hurworth. Loddon Vale

TRF on the BBC

I have read of the problems of access with interest as I have come across them in other sports and activities before. As a newcomer to TRF forgive me if this suggestion has been made before, but why not take the opportunity to use the BBC's "Open Space" facility to make a programme putting forward our point of view. Surely a half-hour programme at prime viewing time would help us reach more people than any other method. "Open Space" provide the know-how and technical content leaving us to put forward our views, a well presented series of items showing members riding quiet bikes on legal roads and helping at equestrian events would be the best publicity we could have.

Kevin Ellis. Bucks.

TRF BEGINNINGS

From MOTORCYCLE SCOOTER & THREE WHEELER MECHANICS, FEBRUARY 1970.

"Trial (trail) riders fellowship is the proposed title for a new motorcycle organisation being formed to promote and protect the rights of motorcyclists who wish to ride the old tracks and 'green' roads of Britain on their motorcycles.

The organisation will have nothing to do with the arranging of competition or trials riding events, but will simply exist as a voice for motorcyclists who wish to ride and explore the pleasures of Britain's countryside.

Instigators of the Fellowship are those two well-known enthusiasts, Ralph Venables and John Ebbrell and they are joined by Ernie Wrigley of Berkhamstead Club and the South Midland's Centre rights of way committee. For this reason, an inaugural meeting of the Fellowship will take place after the Berkhamstead's Chiltern Venture green roads run on Sunday, January 18, at the Valiant Trooper Inn, Aldbury, just off the A41 between Aylesbury and Hemel Hempstead.

The meeting is open to anyone keen on 'green road' riding and hot drinks and snacks will be laid on from 4 p.m. with the meeting starting at 5 p.m."

SENT IN BY DAVID MARCHANT-DEWSBURY.



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GROUP NEWS

A Cautionary Tale from Essex

LODDON VALE GET NABBED IN ESSEX

As I pulled into Newport (Essex) Station car park my eyes fell on the relaxed scene of Colin, Alan, Gus, Mike and Richard taking their picnic breakfast in the benign morning sunlight. Thirty minutes later the scene changed completely as I led these five Loddon Vale stalwarts on a canter round the lanes of North Essex and West Hertfordshire.

After the first two lanes, we came through the village of Strethalland made a circuit into the country to reach the church which stands away from the village. This is a lane which makes me uneasy because a section passes through cultivated ground. I do not like riding through crops and this is the only ploughed lane in Essex which the TRF use as part of our recognised run routes. We turn left in front of the church and adjoining farm into an old tarmac lane which peters out into grass surface. As we pass through two short stakes which have replaced the previous manure heap obstruction. The group stops for an elderly gentleman walking his dog. The next manoeuvre is to sharp right out of the lane, over a low bank into a field of standing wheat and follows a faint track for thirty yards before reaching a grass peninsula crossing into the next field. Another twenty yards and we enter the most obvious part of the lane which is sunken and hedge bounded before passing through a copse. Usually the lane track is obvious but today it is shrouded by head high nettles and vegetation.

At the head of the lane there are only three of us and with a sense of foreboding I walk back to find the lost group still in the field crossing. Mike is getting a harangue from a bearded individual with another man and woman looking on as Gus and Alan stand by. There is talk of "criminal damage", "cut and turn right", "only a deer track and no right of way" and right to proceedings by the land owner. Inevitably there is mention of motorcycles tearing round the country. As I step forward to employ my standard TRF official row approach for offensive complainants, I am warned off by Alan and I get a "I will deal with you shortly" blast from the beard. His style is getting officious and semi-formal as he takes Alan's details - age, occupation and bike registration. Everything is repeated for Gus and when Alan queries his authority he whips out a brown money wallet under Alan's nose and "I am a member of Essex Police Constabulary and this is my warrant card". Hmmmm. This is serious me thinks. Since I believe in being civil and straight forward I give my Name and Address only and explain that I am Essex TRF Rights Of way Officer and that we have the right to use the route. I get a repeat of the "No right of way, criminal, deer track, civil proceedings etc" bit and a warning that he has power of arrest and could all be taken to a Police Station for questioning. As it is we may expect to be contacted for later interview at our local Police Stations. All very intimidating. The beard also says that the "club" could be liable for prosecution.

We then proceed up the lane and my bike details are taken along with details from Colin and Richard. Colin's query of authority produces another "I am a Police officer, no right of way etc etc" out pouring. I make it clear that no fault is acknowledged and if any further action is taken we will respond through legal representation.

The whole affair leaves a bad taste in the mouth on account of the Officers overbearing and threatening manner. His additional concern for fledgling pheasants and partridges (for shooting parties?) adds further insult as right of way for the public is subordinating to private pleasure or commercial activity.

Altogether a bad start for my visitors from Berkshire. My reassurances that the lane is legitimate like all lanes used by Essex TRF for group runs does little to convince Mike. Visions of

finer, endorsements and a criminal record haunt him for the rest of the day. "You are sure it is a legal lane" comes, whenever the incident is recalled at stops.

The rest of the day is passed along a variety of lanes. Richard undertakes a carburettor rebuild at one point so I have to start editing the route map. I cut out the short lanes, so we get some good run lengths. Plenty of ruts, occasional mud, and masses of vegetation.

The "Old Bourne" is an unusual lane running for part of its length along a stream bed intersected at various points by three low bridges. I got my usual entertainment as the spectating watching the up and around or down and under tactics. The stream bed was like a jungle and the undergrowth sometimes needed a back-up and repeat charge technique to clear a way. We let Richard clear the last section, then cheekily rode along the bank side and lifted his bike out as an act of kindness. After that conditions were easier and we returned at 6.00pm to break-up for our different home bound journeys.

Will we hear from the Police? I doubt it. Elmdow 8 is a RUPP which has missed review by Essex C.C. The route is clear on the 25,000 and on the definitive map. Documentary and use evidence is strong.

Will we hear from the Landowner? I doubt it. The lane was ploughed out years ago and the TRF is probably the only user group aware of the real status. If this sleeping dog is aroused I shall make sure both Police and Landowner get bitten.

Another sad incident of semi official harassment and intimidation based on ignorance of facts.

"PLONKER" JOHN FOWLER. ESSEX TRF ROWO.

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Sharing

Observant readers of "Trail" will have seen that I have been riding on the Isle of Man recently, unkind people have said they thought that I was oil-prospecting. What a pleasure it is to ride routes designated by discrete signposts depicting a motorcycle and a horse.

A 3 day circular route in May through Wilts, Dorset & Somerset was an absolute delight: mile after mile of downland tracks and hardly a signpost in sight. On the greenlanes my companion and I met 2 walkers, 4 horses and no other vehicles in 265 miles. All of which is in stark contrast to the concerns expressed in a recent C.C. consultative document called 'Visitors to the Countryside' which is worried about preserving the countryside from the ever increasing pressures of the public. In replying on behalf of the TRF to their proposals (Tim Stevens wrote on behalf of the BMF) I was at pains to point out the reality of the British Countryside as we know it: crowded localised honeypots dotted across a largely underused landscape. A perception that it is vital that C.C. should share if we are to avoid inappropriate draconian management measures.

Persuading the C.C. that they should take the legitimate use of vehicles in the countryside into account in their policies and planning has been identified as a major TRF target. My liaison with Cheltenham is to this end as is a personal approach via our patron Lord Strathcarron to the newly appointed C.C. Director Sir John Johnson. We need to reinforce these initiatives in every way we can.

In June I went to Stoneleigh, the British Horse Society H.Q. in Warks, to speak with Mrs Ann Lee their executive officer for Access & ROW and to meet Mr Hubert Reynolds, director of the BHS ARROW Project, (Access and Riding Rights of Way). The BHS have set themselves the target of creating an extensive network of riding routes throughout the country in the next decade. A full survey of all bridleways, byways and quiet roads in 5x5km squares under the direction of each County Bridleway Officer. The results to be published in the form of a guide for all members. It is important, having met the staff concerned, that I convey to you my strong belief that it will happen! That said, it is vital that we assist the survey if we wish these routes to show their correct status.

It was agreed at the Stoneleigh meeting that their guide would:

record the highest status of a route

inform horse riders/carriage drivers of where they might expect to meet vehicle users.

and that ARROW provided an excellent opportunity for joint projects such as ROW seminars or maintenance activities.

Their lay people have no expertise in ROW so the only way we can be sure that they will get the route status correct is by our sharing our knowledge with them. We have a great opportunity here to be very influential. Do grasp it!

The next step is for every TRF group in the Country to do two things;

- * Request an ARROW information pack from the BHS, Stoneleigh, Kenilworth, Warks, CV8 2LR.
- * Write to me for further information of your regional bridleway officers.

DAVE GILES

SOME months are busier than others; this has been one of the busy ones. First a query from a **Yorkshire Dales** National Parks chap looking after the well known Three Peaks Racecourse. We had a period of voluntary restraint on the Craven Old Road (Great Wold) some time ago, and would we consider having another one? They want to do some experiments in novel methods of repair for paths across peat. 35000 walkers use this track each year and it is getting a bit brown here and there. But not there, I pointed out, where the road goes straight on and the racecourse turns up the mountain. That's right, says he, it's not the motorcycles which are the problem. They just want to be sure that motorbikes don't spoil the experiment, though, by riding across it before the grass has grown again. About next September. You mean over twelve months? Well, yes. As you might guess we had an interesting few moments on the phone. No they were not asking other users to stop. No the highway authority still did not acknowledge our rights. No they could not say if the new surface would be suitable for vehicles. No they didn't think it would be better to do a footpath repair test on a footpath and not on a road. No they did not know of any alternative we could use instead of this magnificent five mile track. So what was the point of us giving up our sport for a year? What do you think?

Then a **Lancashire Group** Map Reading Run, in which we asked newcomers to have a go at working out what was what in the middle of nowhere. We also found an unclassified road that had been blocked for ages, but was now a thousand times worse because the river was polluted and had become a stinking ditch. Letters followed to highway authorities and national parks. At the end of the day I found myself with two illegal signs, so I wrote off about them too and said I would drop them off when I was next passing. It is time we got a bit more militant, especially as here when the signs had been reported two years ago.

Next I was preparing to defend an extinguishment in **Gloucestershire** when news came through the day before that the council would be asking for another adjournment. **LARA** were having a meeting next day, and I had done a report for them about how we all might make motorsport greener. Why I got lumbered I am not sure, when I was only a visitor and there were several people there who were paid full time to serve the sport. Perhaps it was because I can do joined up writing. At the meeting we were also treated to a paper from the MCIA telling us that two-strokes were not as bad as four strokes because they do not produce oxides of nitrogen, and therefore make no contribution to acid rain. The ashless fuel they use is 'virtually completely burnt along with the fuel'. They haven't been stuck behind the two strokes I have been behind; they don't call them stink-wheels for nothing. Diesels are worse still, it says here, because the fuel takes months to biodegrade, causes greater smoke emissions and has more harmful sulphur constituents. Diesels smoke more than two-strokes? Where have these people been? Are MZs a myth after all? Perhaps we could suggest a new symbol for these clever industry people, something showing a head in sand... At the meeting we also discussed the Great Wold business and they agreed that their Voluntary Restraint signs could be used as long as the restraint applied to all users, and for the normal three month period renewable if there were no problems. And would they please make an official request in writing clearly identifying the road, where the signs were to be put, and giving us the authority to erect highway signs. Just as we expect with all such cases, in fact. It has not arrived.

'Keeping Devon ship-shape' it said on the next bit of paper across my heap; it didn't say who for. Saturday I was to give a talk on Evidence and what to do with it, and on Sunday a Barbeque was arranged while local lads got thoroughly muddy messing about in the river. The paper was more official than all this. It told me of a court case on Monday to try to force Devon Council to do the maintenance we pay our tax for. **Martin Cooper** was the man at the helm for us, and he was trying to get a lane repaired so that a TRO on safety grounds was no longer valid. Last time he was to appear he got a bit nervous about standing there on his own against the oh so honest councillors and the oh so public spirited public servants of Devon. He wanted Professional Help and so he got it, but he had to ask for an adjournment. This time he was fully kitted out. You must excuse me if at this point my eyes glaze over a bit. He didn't actually ask for a barrister who looked as if she had stepped off the front page of Vogue, but there she was, and it was very very difficult to concentrate on anything (brief pause while I have a cold shower). First off they all got in a huddle with the county solicitor, who said he would give an undertaking to repair the lane to bridleway standard if we would withdraw the case. No, we said, we want it repaired as a road because that is what it is, and the TRO does not prohibit all vehicles, only motors, so get on with it. He then said that he denied that it was a public road or publically maintainable, so it would have to go to the Crown Court. OK, we said, see you in court. What is this, pallor on the face of a hardened public servant? Finally in they all trooped and he then turns it all on its head by asking for an adjournment because he wasn't ready! What a travesty of justice, what a caricature which Dickens would have been proud to invent.

After a couple of days in the West country we dash off again to the **North York Moors**, this time to help at a BHS horse event. Reaching the parts that other users cannot reach, in other words all the interesting bits, I am sure many of my readers will know the idea. Then up at six on Sunday, before the roads were properly aired, and round the course again to put back all the markers which had disappeared overnight, assisted by Dave Crone. (He was assisting me, not helping the markers disappear). All good illegal stuff, and why not? A grand time was had by all; they even said things like 'Best marked course we have ever ridden,' and 'Here is forty quid for the fighting fund.' You missed a good do. And it wasn't because you were all away like Leo Crone helping at a bicycle race, because a dozen of you went south down Beadlam Rigg about four o'clock, didn't you? I just hope you were more friendly to any horse riders.

On the way back we call in on the Editor, just to say hello. See, it isn't me, Brian. He told me about an unclassified road in **Cumbria** we all use which is now surrounded by a golf course. Imagine it, he said, struggling along with thorns in your teeth and nettles up your nose and brambles in your beard and all of a sudden you are in the middle of a fairway. Enough to give me a funny turn.

So guess what yesterday was full of, yes, lots of letters and according to Aunt Mary at least 36 hours on the phone finding out who has done what and with which and with whose permission. It is illegal to interfere with the surface of the highway, but I am still not clear if this includes laying a lawn across it. While looking at the relics of an interesting lane along comes a local farmer, and says 'Your lot are all right, they always shut the gates. No trouble, you'bin using this lane and going round you wall sin' my Dad was farming it, forty years ago me'be and nobody minds at all. Best thing you could do now with this nonsense is come down here a dozen at a time every week end. You have every right, and welcome.'

TRF CONSTITUTION

The Trail Riders Fellowship is a national, voluntary and non-competitive body formed by motorcyclists to preserve our heritage of green lanes and our rights to use them.

A. OBJECTIVES

As vehicular rights of way are an essential part of the access network, to protect them, and the right of motorcyclists and others to use them the TRF will:

1. work with all others who have similar aims, and
2. co-operate with all countryside users to achieve the greatest benefit for all.

B. EXECUTIVE

1. The TRF shall be controlled by an Executive Committee comprising the honorary principal officers, one representative from each local Group, a representative from each region and any officers co-opted to the Committee.
2. The honorary principal officers shall each be elected, by a show of hands and a simple majority, at the Annual General Meeting of the Fellowship and will hold office from 1 January next following the AGM for twelve calendar months.
3. The principal officers of the Fellowship shall be:

Chairman	Rights of Way Officer
Vice Chairman	Public Relations Officer
Treasurer	Bulletin Editor
Secretary	Membership Secretary
4. The Executive may co-opt any additional officers as may be deemed necessary. Any such officers shall form part of the Executive and shall be entitled to vote for the period of their appointment.
5. The Executive shall be informed of and approve the appointment of all group and regional representatives.
6. The Executive Committee shall meet at least three times a year at a time and place to be decided by the Chairman and Secretary or any three principal officers. The minutes of each meeting of the Executives Committee and of the AGM shall be published in the Bulletin.
7. A Bulletin shall be issued to all members at intervals of not more than two months.
8. Details of membership as a whole or by area shall be available on demand to any member but shall not be made available to non-members.
9. The Executive Committee shall take such actions and make such payments from the funds of the Fellowship as may be deemed necessary. Where urgent action is required action can be taken with the agreement of 3 Executive Members one of whom must be the Secretary or Chairman.
10. All members of the Executive are ultimately responsible to the AGM for their actions on the Fellowship's behalf.
11. The Executive is empowered to seek affiliation with any other organisation for the furtherance of the Fellowship's interests and this must meet with the approval of the following AGM.
12. No programme or course of action conceived by any member which involves any significant change in the policy or the public image of the Fellowship may be put into action without the agreement of the Executive.

C. LOCAL GROUPS AND REGIONS

1. Members of the Fellowship shall be encouraged to form local Groups to deal directly

with local authorities on all matters concerning rights of way, recreation and conservation of the countryside, to organise rides and regular local meetings and generally to promote the aims of the Fellowship.

2. A group shall not officially be recognised by the Fellowship unless and until it has applied for and been given, approval by the Executive Committee.
3. Local Groups may form themselves into regions, which must be approved by the Executive Committee. Each region may elect one representative who shall be entitled to attend Executive Committee meetings and shall be entitled to one vote.
4. Each group shall hold an Annual General Meeting for the election of its officers and the Group Representative on the Executive Committee.
5. Groups and Regions shall be financially self supporting but application may be made to the Executive Committee for financial assistance.

D. MEMBERSHIP

1. Membership of the Fellowship shall be by application to the National Membership Secretary and payment of the Annual Subscription. Acceptance of membership shall be subject to approval by the Executive Committee and may be suspended by the majority vote of the Executive Committee, but such suspension shall be ratified or reversed at the AGM.
2. The annual subscription shall be determined by the AGM and shall apply from 1 January of the following year.
3. Honorary membership is the highest honour the Fellowship can bestow on a member. Such membership entitles the holder to all privileges of the Fellowship. The same conditions apply as in D1 part 2.
4. Only currently paid up members of the Fellowship shall be entitled to call themselves members and to avail themselves of the services of the Fellowship.
5. Members must abide by the TRF Code of Conduct in their use of unsurfaced public rights of way.

E. ANNUAL GENERAL MEETINGS

1. A general meeting open to all members shall be held at least once in every calendar year in October at a place to be determined by the Executive or at the written request of at least 10% of the members.
2. All current paid up members of the Fellowship shall be entitled to attend the AGM and to vote on all motions. Visitors who are not members of the Fellowship may also attend at the discretion of the Executive Committee but must be declared at the start of the AGM and shall not be empowered to vote or to take part in the discussions.
3. The time, date and place of the AGM shall be made known (preferably in the TRF Bulletin) so that every member receives at least 21 days notice.
4. An audited statement of income and expenditure with a balance sheet shall be prepared for each member attending the AGM.
5. Members who wish to submit a motion for consideration at the AGM should send it to the Secretary by the end of August.
6. Alteration of the Constitution shall only be made at the AGM and must be carried by a two-thirds majority of those present and voting.

F. TERMINATION OF THE FELLOWSHIP

In the event of the Fellowship terminating all assets and monies accruing to the Fellowship will be donated to a charity to be named by the Executive at that time.

January 1991

Isle of Wight

in Somerset

Here is an account of a recent trip the Isle of Wight group made to the West Somerset District, on a three day ride in May this year.

Monday morning, and a warm sunny day at Yarmouth, Isle of Wight. The start of our journey. We rode aboard the cross-Solent ferry to Lymington, having a quick cup of tea and a check of the maps as we went. Pete Woodford, KTM 600, Peter Mogg riding an XT 350 and myself on an XR 250.

Once at Lymington we ride on through Lyndhurst and the New Forest, where at Downton, we ride our first lanes of the day. We get to Wilton and follow the Old Tollgate road, West. Then a short ride on the A303 and onto White Sheet Downs, three lanes around Kent Mandeville. Then we had lunch on a lane. A quick check revealed we were running late for our B+B destination, so we take to tarmac. We get to Taunton and see the hills in the distance. Carrying on, we start getting into smaller, greener lanes but still with tarmac on them.

At the car park at the base of the Quantock Hills (map 181 grid ref. 18.1.33.8) we stop to check the map. There were some wardens here and they were most helpful in keeping us on the right trail. Chris Edwards, a warden pointed the way and verified our map marking as correct. We went on, travelling on a marvellous greenlane, over the Quantocks. As all must, we stop to take in the excellent views down to Bridgwater Bay on our right and the Brendon Hills and Exmoor on our left. Fantastic! A very good way to end our first day. We ride downhill to Willton and take the road to our B+B. We had a long ride, as our destination for this was in Chard, but the owners of the Watermead Guest House, High Street, Chard, have been very helpful to Trail riders in the past. I had arranged previously with Rob and Pam, our hosts, to stay and they do have an enormous garage in which you can stable your mount for the night.

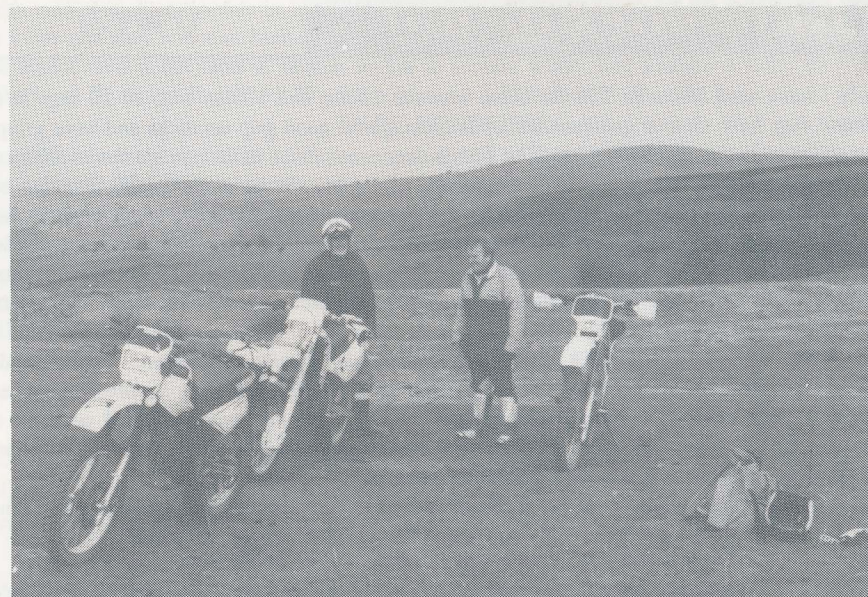
Tuesday morning and a road ride up to the Quantocks again. We pick up yesterday's route. Rob had told us of "Black Monkey Lane" (g.r. 025,420) at Old Cleeve. This was an excellent lane to ride. More to follow, at Withypool Hill and the Moors, with steep downhill - one where the sign said "Unfit for Vehicles", but was alright for trail bikes.

We arrive at the famous "Tar Steps", remember the photo in Ian Thompson's book. The ford at Tarr Steps was very busy with holidaying folk. We crossed once it was clear, it wasn't too deep at this time. A round of applause came from the watching crowd as we completed the water. Then we buy some lunch in a small village to eat later on the Moor. We ride Kemps Lane, then Stone Lane. This is a 'king' of lanes. I had told the Petes about this one from a trip I had done here before. The bedrock is as though it had been sand-bagged when the Earth was made, with rolling humps going upwards. Not impossible, just unusual! At the top we have lunch and take some photos. We ride part of Exmoor on lanes in the late afternoon and then head back for the B+B base.

On Wednesday we return to Willton and travel up Beacon hill for a last look at the glorious Quantocks. Whilst we are stopped, we meet another Warden. He tells us of deer poachers who ride at night, on motorbikes in the area and gives us the leaflet on 'Conserving the Quantock Hills'. It was nice to meet someone with enthusiasm for conservation and tolerance for Trail Riders.

We go over the Old Coach route and follow the other trail down to Aisholt. Then it's road work to Taunton, where we explore for the Fosse way. We find two lanes at Pitcombe, ride on to Shaftesbury a 'green' hill-climb, then to the Ox-Drove near Salisbury, back to Downton. Two lanes near Lymington, Agars Lane offering a refreshing change of a stream crossing.

Onto the ferry for the Isle of Wight. We ride to Freshwater Bay once back on the Island and then follow the Tennyson Trail to Newport, an excellent route. In Carisbrooke we ride through the long



ford off the High Street. A short, dusty lane over St. George's Down and on reaching Princelet Dairy we stop to part company, until another day.

I tackle Hyde Lane on my way home, a short dirt road which was diverted in 1830 to put down the rail line. Up the hill and home

Thanks to Chris and Tim of the Quantock Hill Warden Service, T.R.F. members who gave help organising the trip and to Peter and Pete for their help.

MICK HOLBROOK. ISLE OF WIGHT GROUP

WAYSIDE SCRAP....

User:

The legal term for the use, enjoyment, or benefit of a right of way. User "as of right" for several years is good evidence that highway rights exist. user does not have to involve the same person each time; 20 years by 20 different folk will do nicely. "As of right" means use of a right of way without violence or force, without secrecy or stealth, and without entreaty or asking for permission. The legal expression is nec vi, nec clam, nec precario. Hands up those with O level Latin; oh well never mind.

Knobbles or not

(Part 2)

Recently I have used Michelin T61 for bikes between 200lbs and 300lbs with 10-20 bhp. In my experience they have cleared quicker than trials tyres, given good grip on rocks and have gripped in bogs and mud better than trials tyres. The T61 is very much like a trials tyre but the knobbles are a bit bigger and wider spaced. It has been known to dig into bogs up to the axle but has still managed forward progress without clogging. It seems to suit my trail riding that includes some of the toughest going with respect to loose rocks, steps, bogs and grass BUT on relatively low powered bikes at a rather sedate pace. Obviously if you are pushing along a bit faster then no doubt an enduro competition tyre or even a motocross tyre will be better. (What about the 20 mph voluntary speed limit off tarmac?)

The Pirelli MT17 Enduro tyre has a very open tread that is close to a Motocross pattern, and is defined as 30% road and 70% off tarmac, and is UK road legal. It has in the past been praised as a performance trail riding tyre. The Metzler Enduro 3 Sahara has also received good press on the bigger trail bikes of 600cc and over, both on road and on tarmac. The ability to put 45 bhp onto tarmac and traverse bogs / mud is very difficult to achieve.

QUESTIONS Do you need the same type of tyre on the front as the back? Would for instance an enduro tyre be best on the back with a trail tyre on the front?

HELP What we need is input from you hundreds of trail riders who have tried different types of tyre and more importantly have noticed the difference. I am willing to start a data base of such information so send it in.

TYRE SIZES

The latest tyres using the latest construction and rubber technology are usually made to metric sizes and various aspect ratios.

Code Designated	Low Section	Millimetric	Millimetric
100% Series (Inch)	86% Series (Inch)	90 Series	80 Series
2.50 & 2.75	3.10	80 / 90	90 / 80
3.00 & 3.25	3.60	90 / 90	100 / 80
3.50	4.10	100 / 90	120 / 80
4.00	4.60	120 / 90	130 / 80
4.25	5.10	130 / 90	130 / 80

Metric Tyre Size	Width	Height
90 / 90	90mm = 3.54"	81mm = 3.19"
100 / 90	100mm = 3.94"	90mm = 3.54"
110 / 90	110mm = 4.33"	99mm = 3.90"
120 / 90	120mm = 4.72"	108mm = 4.25"
130 / 90	130mm = 5.12"	117mm = 4.61"
90 / 80	90mm = 3.54"	72mm = 2.83"
100 / 80	100mm = 3.94"	80mm = 3.15"
110 / 80	110mm = 4.33"	88mm = 3.47"
120 / 80	120mm = 4.72"	96mm = 3.78"
130 / 80	130mm = 5.12"	104mm = 4.09"

Thus if you used to fit a 4.00 inch section tyre a 120 / 80 would give an increase to 4.72 inches in width with a slight reduction in height. Thus your gearing has been refined by a few percent and the wider tyre may now risk fouling the chain, swinging arm or broke reaction arm. Be careful! The aspect ratio is the ratio of section height to section width. For instance a 120 / 80 : Width = 120mm = 4.72 inches. Height = 120 x 0.8 = 96mm = 3.78 inches.

TYRE PRESSURES

Many off tarmac tyres, unlike road tyres are designed to give increased performance with reduced tyre pressures. The lower pressure allows the tread to deform and grip surface irregularities. If the day's trail riding includes tarmac and bogs then do you deflate and reinflate tyres to suit or use a compromise pressure. Remember the use of underinflated tyres on the public road is illegal. Experimentation and reference to the manufacturer's recommendations will lead to tyre pressures that suit you. Dunlop have published the following information with regards to their K550 & K750 trail tyres as guide lines only.

Dunlop Tyre Pressure Guide PSI (Bar).

	OFF ROAD		ON / OFF ROAD		TARMAC	
	FRONT	REAR	FRONT	REAR	FRONT	REAR
125 / 200cc	12 (0.8)	12 (0.8)	22 (1.5)	22 (1.5)	26 (1.8)	29 (2.0)
250cc	13 (0.9)	16 (1.1)	22 (1.5)	22 (1.5)	26 (1.8)	29 (2.0)
Over 250cc	15 (1.0)	17 (1.2)	22 (1.5)	22 (1.5)	29 (2.0)	32 (2.2)

QUESTIONNAIRE FOR THE DATABASE

MACHINE WEIGHT :

ENGINE POWER :

FRONT TYRE, MAKE CODE AND SIZE : PRESSURES USED: -.....

REAR TYRE, MAKE CODE AND SIZE : PRESSURES USED: -.....

RATING: 4 EXCELLENT

3 GOOD / ACCEPTABLE

2 POOR

1 HOPELESS / DANGEROUS

PERFORMANCE ASSESSMENT FRONT..... REAR.....

Dry Tarmac.....

Wet Tarmac.....

Tread damage during use.....

Grip on wet grass / moss.....

Grip in bog / deep mud.....

Self cleaning ability. Non clogging.....

Resistance to digging in.....

Grip on loose shale and gravel surfaces.....

Resistance to tread wear.....

Resistance to surface damage.....

PLEASE TICK

YOUR RIDING STYLE Frustrated Enduro Rider.....

Efficient and well practiced green laner.....

Careful and non adventurous rider.....

Very steady and slow rider.....

NUMBER OF YEARS EXPERIENCE :

Return Questionnaire to: TRF Tyres. P.J. Ballard., 210 Spring Meadow, Clayton le Woods, Leyland, Preston, Lancs. PR5 2PP.

Trail Riding in a Morgan

TRAIL RIDING IN A MORGAN

Make it interesting the editor says. How? Write about something different perhaps? Three wheelers aren't possibly the best choice for off road exploring I suppose because they are wider than a solo and you need a friend to go with you if for nothing else but to pull the machine out of the mud. I once owned a Norton outfit which was used in a few trials and for other off road activities but even in my youth it was hard work.

But what about a three wheeler Morgan? Morgans have been used with success in trials and racing for many year. My earliest experience of them as mere family transport was in the late 30s when I was very little when my father had one. I don't know why but it eventually ended up being buried in the garden

A Morgan next came into my life when I passengered in one at the Wiscombe Park Hill Club in 1985. I decided I must have one.

There was no way I could buy a complete runner so it would have to be a basket case to rebuild. Neither would it be built as a racer as from my observations as a rider of solos in V.M.C.C. meetings highly tuned Morgans are fragile to put it mildly and I certainly would not be able to rebuild it a second time.

I was fortunate in the first criteria as a friend of mine was emigrating to N.Z. leaving behind the remnants of a 1934 Super Sports which had been rolled over in a race meeting at Cadwell in the late sixties and lain deteriorating since. Even though I had no intention of building it as a racer I wanted to be able to drive it vigorously. So I built it with the same case as put into my vintage racer.

All this preamble has absoluteley nothing to do with green lanes ROW or the TRF and those of you who have bothered to read this far are probably wondering if there is a point. Always supposing Nettlebed can read my writing in the first place.

Well, if there is a point it's just that in the two years since the rebuild it has provided me and the occasional passenger who has dared to get into the passenger seat with much fun and inevitably I have ventured onto mild non-tarmac roads. The most adventurous was last week when I took it on the V.M.C.C. Cornwall Sections Green Lane Event. The run was organised by Roger Fogg who is also a V.M.C.C. member as well as a very active TRF Officer so I thought I could rely on him to use reasonable lanes.

Nevertheless, one was a quite steep little used track which had obviously been used by a tractor as the cuts were quite deep. A couple of times we were reduced from 10/15 mph to a dead stop with the front engine bearer dug in and the front wheels spinning in the air. Marcus, my passenger for the event is a big lad, especially invited for the event, knowing that his strength would be useful. Occasionally the rear wheel would slide into a rut and we would go along like a crab but eventually have to lift it out onto an even keel.

Brilliant fun, a bit different than using the XL and the offerings of the pub at the end of the run more than usually welcome.

It needs a period carburettor of 11/4" to 15/16" to make it run a bit better. Anyone have one to spare?

LLOYD WATSON. 15 TALVENETH, REDRUTH, CORNWALL.

CLASSIFIED

YAMAHA DT250, needs some work, £50-£100 to be spent. T regd. 8000 miles, New Tyres, Otherwise sound. £250.00. Alan Thompson Kent (0732)460249
CCM Fun Enduro Bike. 350cc 2-Stroke, 1.75 years old. Fun use only, plus spares & special tools. £790.00 ono. (0489) 577286. (St. Hants)

TS250X 'C' regd. Suzuki Trail Bike. Swop for large capacity 4-stroke trail bike & cash either way. Good condition, 7000 miles with documents to prove. £800.00. (0489) 577286. (St. Hants)

REAR MUDGUARD BAGS. £14.00 inc. p & p. Full details in June issue advt. 021 525 3098

WANTED Quiet Exhaust (New or S/Hand) for XR200R (ProLink). **WANTED** Front Pipe

(any cond.) for XR250 (RV Model). **WANTED** New Home for KMX 125B Rad, Exhaust & most of engine. Make me an offer! **EXCHANGE 'A'** Reg. Prairie 1.5 or 'W' Reg. 5 Door Escort 1.3 towards Liteace / Vannette / Midi - '86 upwards. 0734 697683 (Ask for Colin)

BMW R100GS F Reg. 1 Owner from new, 10,000 miles, F.S.H., Panniers. Immaculate. £3575.00 Tel: (0254) 823860. Lancs.

WANTED TT or XT 350 Engine or C/Cases. Tel: (0200) 445657 Lancs.

WANTED Pair of Wheels for Suzuki TS250 ER. May consider complete bike / rolling chassis if price is reasonable. Tel: (0772) 614218 Daytime. (0772) 747594 Eves. & Weekends. (Are any RM parts int.chngbl?)

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