

GROUPS

BRISTOL

Ian Hingley, Tel: 0272 567509
2nd Monday, Warmley Community Centre, Deanery Road (A420), Kingswood.

CAMBRIDGE

Richard Palmer, Tel: 0353 88344
1st Thursday, Golden Ball, Boxworth

CHESHIRE

Geoff Bostock, Tel: 061 456 9631
2 & 4 Monday, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport

CORNWALL

Sally A Madgwick, 0208 74411
Ring Secretary for details.

CUMBRIA

Tracey Fogg, Tel: 0539 722569
2nd Wednesday, Albert Hotel, Bowness on Windermere

DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, Tel: 0742 748688
2 & 4 Tues. Enfield Arms, Broughton Lane, Attercliffe, Shefld.

DEVON

Richard Arscott, Tel: 0803 612950
2nd Tuesday, The Welcome Stranger, Bickington, Nr. Newton Abbott

DORSET

Russ Sherwood, Tel: 0202 575739
1st Tuesday, The Royal Oak, Bere Regis

EAST MIDLANDS

Ted Ferenc, Tel: 0602 391865

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

EAST YORKS.

Dave Barratt, Tel: 0977 672402
2nd Wednesday, Kellingley Social Centre, Knottingley.

ESSEX

Mark Kinard, Tel: 0279 771023
4th Tuesday, Green Man Pub., on A120, Takley.

GLOUCESTER

Charlie Morriss, Tel: 0453 885323
1st Tuesday, Painswick Institute, Painswick, Glos.

HERTFORDSHIRE

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

ISLE OF WIGHT

Mick Holbrook, Tel: 0983 754758
Last Thursday, Liberal Club, Longford Rd, Shanklin, I.O.W

KENT

Jeff Hayward, Tel: 0322 863521
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 Thurs. The Queens Head, Kirkby-la-thorpe, Sleaford.

LODDON VALE

Bernard Green, Tel: 0344 50289
2nd Thursday, The Lamb, Theale, Berkshire
NORFOLK & SUFFOLK Stephen Canning 0359 31018
Last Wedne. Manger Pub, A134 Sudbury Rd. Bury-St-Eds.

NORTH MIDLANDS

David Riley, Tel: 0782 410243
1st Tuesday, Stafford Arms, Bagnoll

NORTHUMBERLAND

Mark Snoddy, 091 386 0749
3rd Tuesday, Ryton Rugby Club, Ryton

NORTH WALES

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

SHROPSHIRE

Mr. C. Ball, Tel: 0952 598092
2nd & last Wednesday, The Bell, Crosshouses, Shrewsbury

SOMERSET

Peter Banks, Tel: 0749 860396
Last Thursday, The Canallinn, Wrantage

SOUTHERN

Euan Harrison, Tel: 0962 733781
3rd Wednesday, The Ship Inn, Owlesbury, Nr. Winchester

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SWINDON

Pete Owen, Tel: 0793 750557
1st Wednes. Jacobs Ladder, Stratton St. Margaret, Swindon

SUSSEX

Bevis Billingham, Tel: 0243 585128 Last Thursday, Ashing on Soc. Club, Rr. of Red Lion, A24, 9 miles N. of Worthing

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Leo Crone, Tel: 0325 380117
1st & 3rd Wednesday, Blacksmiths Arms, Swainby.

THAMES VALLEY

Paul Webb, Tel: 0252 519224 (Daytime)
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 Tuesday, Wilmcote Mens Club, Stratford on Avon.

WEST YORKSHIRE

Gordon Carr Tel: 0535 644568
1 & 3 Thursday, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd.), Odsal, Bradford

WILTSHIRE

Bill Riley, Tel/Fax: 0225 863811
1st Tuesday, The Toll Gate, Holt, Trowbridge

WYVERN

John Chilton, Tel: 0902 336708
Every Thursday, 10pm, Potter's Rose & Crown, Colley Lane, Halesowen.



TRAIL

MAY 1993

No. 178

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

EDITOR: Mike "Nettlebed" Pedley.



Taking the Mountain Air - France.

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All contributions to the Editor.....Please keep it short and sweet!
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CLASSIFIED

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possible. Any other spares also wanted. C. Clements, Foxgloves, Park Crescent, Emsworth PO10 7NT.

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EDITOR:Mike Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe BB7 4JF
.....Tel: 0200 445657

The views expressed in 'Trail' are those of its correspondents and not necessarily those of the editor or the T.R.F.

EDITOR

Just read about the Watford-Five, nothing to do with the Guilford Four or the Birmingham Six by the way, this one concerns a group of trail riders, stopped by the Police on perfectly road-legal machines except for the knobblly tyres which were marked 'Not for Highway Use'. The use of Knobblies/Trial/Trail tyres has long been a 'discussion point' within the TRF and many have pondered over that 'Not For Highway Use' moulded into the tyre wall. Well now it's official, the Court threw out the case because the wording is apparently only intended to apply in the USA! Are any of the Watford Five in the TRF. Perhaps they could tell us the full story?

A rather more disturbing story appeared in the Daily Telegraph (19th April, 1993) headed "Country Folk on the warpath over four wheel drive cars". By line four trail bikes had been dragged into the issue. The 'issue' being the reclassification of 6000 miles of RUPP's to 'confirm vehicular rights' in accordance with the 1981 Wildlife and Countryside Act "Motoring Organisations" are blamed for this and the Trail Riders Fellowship and Molara are named in the article, but allowed only one quote "Most peoples concerns are based on a fear of what might happen - rather than what does happen after reclassification".

The protesters are a Mrs. Ros Mills, Chairperson of the "Hampshire Ways" and the National Farmers Union - who may take up the case in the High Court (that's presumably the same High Court Lord Denning fought and lost). Let's hope justice once again prevails. Mr. Colin Piper, RoW Manager for Hampshire County Council made a classic statement "If the public has enjoyed vehicular use of a highway why should the advent of the internal combustion engine make any difference". Give that man a life membership! (Copy of article available on request).

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NETTLEBED

LETTERS

Thank you

Although we do not know each other, I believe that we share an interest - keeping public thoroughfares open and used.

I write the occasional article in the Country & Distance Rider mag. Which is an unpaid pleasure for me, if not for the readers. One such article related to the debt our sport, endurance riding, owes to trail riders. I thought your readers may like to have sight of this piece, which was published in C & D. Rider Sept/Oct 1992 edition. It goes some way towards expressing our appreciation of the T.R.F. and the help that they give. Although the item refers to one particular trail rider (Allan Quinney) the same holds good for all of those chaps who attend our events.

Peter Barling. Kent

(More) News From Hertfordshire

More and more it seems, the pace of language change is increasing. Every year we see more initials, acronyms, codes, buzzwords, streetwise-slang, profanities and a whole new set of esoteric and technical words and phrases. Being the wrong side of forty (I heard that!) well-fifty! alright alright and some! I do notice these things. When I was a keen young pedal cyclist getting the "sags" meant temporary weariness which necessitated a mug of hot, strong tea and a ten minute rest to cure, but if you got "The Bonk" it meant total exhaustion which could only be cured by a prolonged period of rest, preferably a night in bed!

Nowadays, my unpowered cycling is restricted to gentle rides along a towpath or an occasional ride to a not too distant hostelry. Even these modest trips have been known to induce what used to be known as "knee-tremblers"

I sympathise, or is it empathise, with Greg Archer (Trail 177 p7) about the use of abbreviations, many of them are a sort of code or secret language for use by the cognescenti. At a quick look through the latest Trail magazine I note BOAT, NIMBY, ROW, AMCA, MCN, HQ, B&B, C/H, CTV, H&C, EM, T&T, DT, V50, 348, 504. 562, MOT, DR, TY, XR, MX, CB SOHC and that's only the first two pages!

It's not easy to keep in touch with trendy semantic development. When my sons were living at home I kept up reasonably well with the current "Yoof" argot, that is, as much as they chose to tell me! Now they have moved on and I am gradually falling behind in my understanding of such things. I don't have the stamina or incentive to study "Hip Hop, Acid House or Rave?" and find easier contentment in good old-fashioned Mozart!

Having never had a road bike, by which I mean a real road bike, low slung, multi-cylinder, wide tyred, cast alloy wheels, faired in

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mile eater, I find much of the enthusiastic chatter of road riders incomprehensible. Instead of waxing lyrical about sweeping bends through glorious countryside, banking round spectacular mountain passes, snicking in and out of the gears, feeling the wind rushing past their leather/Goretex*TM outfits, intoxicated by the exuberance of their own velocity they spend most of the time comparing their full face, aerodynamic ventilated (probably air conditioned) helmets, with satellite communication, and servo-flip visors and the confidence and security generated by ABS, ATC, SSA, EI, FFL, and other wonders of modern technology. Please do not think that I blame or criticise them for this pre-occupation, if I had to ride a machine capable of 150MPH with acceleration from 0-100MPH in less time than it takes to say "A pint of your best real ale my good man, and a ploughpersons lunch please!" I too would need a good deal of reassurance!

My own 200 cc 2 stroke does nearly 80 MPH on a good day with a following wind (or did till I lowered the gearing) and 0-50 all in good time! But it can be picked up from horizontal - very occasionally, needless to say and it can also be pushed for a mile or so (to save petrol) should the need arise.

Nevertheless, I will lay money that I can beat any GPZ, VFR, GSX, ST1100, or WHY over a two mile course, say, West End Lane?

In pursuit of our main interest on motorbikes a small group of the Herts Group assembled in Wales over the Easter break. It is sad to see that some of the trails we helped to open up some years ago are now almost unrideable due, I regret to say, to massive overuse and damage during Enduro events. Although we have much in common with enduro riders, indeed, we have many TRF members who ride in such events, but there is a difference and a very significant one. Enduros are competitive events, they use mostly very fast powerful machines with destructive tyres. The riders use brightly coloured riding gear and wear intimidating looking face masks. This is appropriate to "Races" and Enduros are races. The bikes, the clothing, the riding styles are not appropriate, in the

opinion of this BOF, on green lanes open to walkers, horses, mountain bikes, sheep and aging trail riders! If you want to wear "sweety wrapper" out fits and hide your face that's alright by me but join an Enduro club and do it on courses laid out on private land not on public rights of way.

You may have noticed that the Forestry Commission have not been averse to vandalising or obliterating ancient rights of way. Now I know that they have a job to do, growing newspapers seems to be their main aim in life and in doing this their and our interests are not always compatible. There is one particular track we always look forward to climbing not far from Machynlleth, it is one of those that "short circuit" the winding, easy gradient laid down by the FC. It is steep, tunnel like, with overhanging branches, part muddy grass, part loose shale, part rocks the size of footballs with the odd stray branch on the ground, (sat 45 degrees of course) so you have to be a little wary! The first part is loose shale which as you all know cannot be taken too slowly, if you try "plonking" up at 5MPH you will just slither to a stop and will not be able to get going again! So -

G	R	E	E	N	L	A	N	E	S
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you build up some velocity, in my case I was going well in second gear and had just changed up into third when it appeared. "It" was a new drainage ditch across the track at - you guessed it - 45% It was about 1.2m wide and 0.4m deep at a rough guess. In the next three seconds, I estimated later, the following thoughts went through my mind- JC, Holy Blue, who the hell put that there? wish I hadn't changed into third, theregoes me teeth, bloody price of dentistry, hope the others don't land on me, brace yourself, wish I had time to take photographs, whoops, HEY-a miracle still going, right, carry on!

Not for the first time the bike knew better than I did, it hit the far side, not quite fast enough to clear it, lurched, snaked, wobbled and carried on up the hill! All I did right was to keep the power on and hang on! I have to admit that this was more attributable to paralysis than the instant analysis of the problem, consideration of possible solutions, followed by a positive course of action relying on years of past experience of skilful negotiation of similar hazards - which was what I claimed later at lunch!

P.S. On second thoughts, perhaps things have not changed that much!
 "Plus ca change, plus c'est la meme choses." (old Gaelic proverb)

Ken One. ABOF(Herts)

Wheel finish it next time

April 25th, Myself (KDX200), Steve Bertram (KDX250), Steve Ellason (KMX200) and Paul Samson (XR250) set out with the object of travelling the "Wheel Causeway" (O.S. sheet 80) from 608965 North to 594101. A fence across the track at 609968 was still in place despite letters from Dave Vaughn to Northumberland Council and prevented us entering Wauchope Forest at the correct point. Instead we used the forestry road at Myredykes 1 1/2 miles further north, parking the van at Peel House. The weather was atrocious and we almost called it off

Bagraw Ford is quite difficult to find but once located and traversed the next five or six miles is

reasonably easy to follow consisting of a green and boggy fire break that cuts through the heart of the forest crossing many forest roads not even shown on the O/S maps. While crossing one of these roads we ran into a forestry commission worker in a van, he challenged us but was more than satisfied when we gave him a potted history of the Wheel Causeway.

The last couple of miles before the track leaves the forest was obstructed by numerous and long dead fallen trees which we delicately negotiated with the help of a chainsaw, unfortunately playing at lumberjacks sapped all our energy. So with the edge of the forest in sight the decision was made to turn tail. Just then a hiker emerged from the trees, we engaged him in friendly banter and he thanked us for clearing a path through the causeway saying that it was previously unwalkable.

Returning was more difficult than we imagined, due to the "pissistant" rain, conditions had deteriorated considerably. Bagraw Ford must have risen a good foot and 75% of those present took the ubiquitous early bath, the other 25% must

have made a deal with the devil because if he'd relied on his riding skill he would surely have gone to a watery grave (cheap dig).

14 miles covered in 7 hours should give you an idea of the conditions.

Nonetheless we all vowed to conquer the "Wheel Causeway" in it's entirety next time.....when the weather's better.....much better.....maybe?

Trevor Newton. Sunderland

Useful organ

Just thought I'd write to recommend to members our excellent Countryside Commission booklet entitled "A guide to definitive map procedures".

It's an immensely useful organ which explains in simple terms what the definitive map is and how the likes of you and I can apply for modifications and reclassifications.

In effect it puts part III of the Wildlife and Countryside act (The parts important to us) into laymans language.

It is a must for new members or for those just taking an interest in ROW matters.

Cost is 50p!! from C.C. John Dawer House, Crescent Place, Cheltenham, GL50 3RA (TEL 0242 521381)

Trevor Newton. Sunderland

Tyre levers lead lost

Early last year one of your correspondents wrote in to say he had bought some new tyre levers that were absolutely brilliant.

I sent off for some, and found out he was dead right. You can get a rear tyre off a 17 inch rim in no time flat (sorry about the pun!). No swearing, no sweating, no split nails, no skinned knuckles. They just fly off!

You would only see it in use once, and you would rush out and buy some.

Now I need to order some more, and I have lost the suppliers phone number.

Can anybody help please? The letter (or it may have been in an article) was prior to May 1992, but I have only been a TRF member since Jan. 92 so it can't be much before then!

If you can find it, please call me on 0273-890366. I would be most grateful.

Mike Sewell. Hassocks, W.Sussex

Nigel in Australia

Dear Mick and all at Lancs TRF.,

Sorry I didn't have a party but we got an early flight on time 7th October, Wednesday and of course couldn't make the club night on the Tuesday. Biking over here is a bit different. The bike to be seen on as Nettlebed will tell you is an XR 600 and guess what, I've got one, but it's a bit of a handful and am thinking of swapping it for a 250.

Trail riding suits the 600 very well, most of the forests allow registered trail bikes in as long as you stick to the tracks, stray off them and get caught by the rangers costs a \$60 fine. I have to pass my car and bike tests again soon my British

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licence only allows me to drive for 6 months but you can pass your test on any size of bike.

Unfortunately all trail bikes and enduro bikes must have wimp gear on to be registered including indicators and mirrors, although they allow motocross tyres and plastic tanks. There are a lot of vintage bikes here which people use daily, they're in good condition, no corrosion. I've seen lots of Nortons, Triumphs, a couple of Ariel Square Fours and even an Indian.

At the end of January I will be going on a 750 KM trip with the local trail club and will write about our exploits soon afterwards. The last time we went bush it was raining and half way around the forest the track along the hillside had been washed away we took a small detour about 50KM to get past it.

Most of the countryside is very picturesque although it does not compare with the Lakes or Derbyshire for beauty, but there's plenty more to explore.

I have met many motorcycling friends at the club but no one has heard of Nettlebed or Willy Eckerslyke, if they ever come to England they now know who to look for, for good pommie trail riding. (Watch out for the ones who carry rifles strapped to their forks).

Well thanks for the friendship and good trails and at the next meeting tell them I'm doing a run on Saturday 19th March Starting Canberra 9 for 9.30.

Nigel. Cook, Australia. (Former Lancs T.R.F.)

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GROUP NEWS

EAST MIDLANDS

The landlord of the pub we meet at has decided to quit the pub business and sell up, as a result we will be "homeless" after the meeting on Wednesday 12th May. The meeting will be held in the bar, the club room we used to occupy will have been demolished so that houses can be built on what was the pub car park. As a result the pub will be no more!

We have not yet decided on where we are moving to, this will be decided on the 12th May. If you have any suggestions on a suitable pub please tell us. So the May meeting will be the last at the 3 Horse Shoes, Hemmington, if you don't get to this meeting please check with one of the committee members as to where we have moved to!, all TRF members in the East Midlands area should have received the Spring newsletter, this contains all the phone numbers of the committee members.

As soon as we have a permanent home we will advertise the location in the national magazine.

DORSET

UCR at Gotham - Dave Oickle has written to DCC but Kim has not done so yet. Dave G. received a letter from Howie wishing us all well and saying that he has also written to DCC on the matter.

Regional meeting at Bridgewater - Dave G., Pete and Dave Vatcher went to the meeting. Norman was also there and he was elected regional horse event co-ordinator for this area.

It was suggested that we send our newsletter to other groups within the S.W. region.

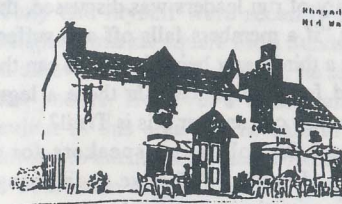
A chap named Richard Tallon was elected Regional Rep. It was agreed to have 6 monthly meetings. The region includes groups from Devon, Cornwall, Gloucester, Avon, Wilts and Dorset.

Knighton Lane - Peter Croad of DCC phoned Dave to say that they had unlocked the gate on this lane. Dave said it wasn't good enough, as there shouldn't be any gates on it. The ford has also not been re-instated but this is a larger problem, requiring patience on our part.

Puddletown by-pass - The northern route has now been agreed and this will affect 5 R.O.W. with vehicular rights. 2 are already part of the 5 by-way registrations submitted recently. The other 3 will now need to be submitted.

Dorset Land Rover & Range Rover Owners Club - Paul Wells and his wife attended to give their clubs' view on claiming and using R.O.W.. Paul has personal knowledge of lanes around Kingston Lacey where his father farmed, and quoted an instance on Tarrant Drove where a farmer was recently ordered to remove logs and unlock a gate. It was suggested that we exchange newsletters and that Dave could send copies of modification orders to Paul. The question of joint meetings could be discussed.

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0597 810869.

A general discussion followed on from this, in which Dave Giles gave his views on the future, especially concerning the year 2000 cut-off date for establishing the correctness of the Definitive Map.

Dave stated that "you can never do enough research". He is still on the National TRF bursary committee and reminded us that grants are available to us to fund research.

Wareham Forest Horse Ride 21st March

The organiser has asked me to thank all Trailriders who helped at this event. From Dorset Group, Russ Sherwood helped marking out on Saturday and Dave Oickle with the ride and the marking on Sunday. I would also like to thank you both it was a pleasure riding with you again. This was the first time Forestry Commission had allowed bikes to help. Both the organiser and myself had to work hard to get authorisation. I have heard the F.C. were impressed by our low profile and efficiency, all markers removed within an hour of the last horse in.

Norman S. Howard.

WILTSHIRE

The club had 27 paid up members, and that 50% of the club's income came from 3 horse events. Subscriptions were set at £6 with national membership compulsory.

The Rights of Way report by Bill Riley was presented in his usual thorough and informative manner. John May, the outgoing Chairman, said "Wiltshire is very fortunate to have Bill and trail riders use many lanes as a result of his work". To support Bill's endeavours a donation was made to the Byeways and Bridleways Trust.

10 members volunteered to act as run leaders with each run being organized for 2 months ahead. To give the club a higher profile 2 members volunteered as newsletter editor and publicity without the usual arm twisting.

Horse events insurance was discussed, with our Horse Events Officer saying that "Locally we have had insurance for 2 years". He will keep up with the discussions between the national TRF and the British Horse Society.

Legal liability of run leaders was discussed, the scenario being "if a members falls off and suffers injury without a third party being involved can the leader be sued for negligence"? Is there a legal eagle out there who can answer this is Trail?

We recommend the following speakers for a winter night:- **Loctite** - Adhesive engineering, videos and demonstration with samples.

Mag - They will give a presentation on type approval, leg protectors and proposed EC legislation (a real eye opener).

Silkolene - Advice on oils and lubricants for the wrinkly who owns a 2 stroke rocket ship.

NORTHUMBRIA

Public Meeting Stanhope Town Hall

Thank you to everybody who attended the recent public meeting held in Stanhope and a special thanks to Tim Stevens and other members who travelled some distance to attend the meeting.

The meeting had been called by a district councillor to discuss (organise opposition to)? the byway claims that had been submitted for the Wolsingham area and followed several press articles which among other things accused the TRF of planning to organise Quad racing on the proposed byways. Mike Lowe, the head of Durham County Council Rights of Way section and several district councillors attended the meeting. Around one hundred and twenty members of the public attended, among the public I recognised several landowners including at least one from the next county (presumably monitoring the situation in case byway claims are submitted for Northumberland), landowner's employees, ie the gamekeepers, quite a few members of the British Horse Society and obviously members of the TRF.

M Lowe outlined the legal position regarding the claim and on questioning revealed the interesting statistic that Durham has 29 km of byways and 3000km of footpaths! Tim Stevens addressed the meeting on behalf of the TRF against rather hostile questioning from ramblers. The ramblers took the position that everybody except ramblers (especially mountain bikes and motorbikes) should be banned from the countryside and entertained the meeting with exciting tales of near fatal collisions between peaceful walkers and out of control mountain bikes. The district councillors took the position that the law should be changed to prevent byway claims and failing that TRO's should be applied to all existing byways. This was despite Mike Lowe admitting that there had not been one recorded complaint regarding vehicular use on existing byways. The area representative of the British Horse Society gave some very welcome support and spoke in favour of the claims. The gamekeepers accused everybody (including walkers) of roaming all over the moors.

I discussed progress on the claims with Mike Lowe after the meeting. Within the next few months the council should make the orders for the first few claims and a number of public enquiries will follow. The landowner (The Sultan) has massive financial resources to fight the claim and has told the council that they will fight the matter right through to the House of Lords if necessary. It is interesting to note that Lord Denning recently lost his case to oppose a byway across his land.

Smile, You're on Candid Camera

Tony and myself were recently followed by a rather aggressive gamekeeper as we left Wolsingham market square for a Sunday morning run. Apart from the usual rantings ("you lot just roam all over the bloody moors") he said that the gamekeepers were now videoing TRF members on the moors. However I would take this with a large pinch of salt, but would advise best behaviour in this area and be careful not to deviate from the route. I wouldn't put it past the landowner to attempt a private prosecution if it could be proved someone was off course.

I would also suggest that the group stops meeting in Wolsingham centre as this is obviously being noted by the gamekeepers. Hamsterly forest as an alternative?

Middleton Lane

A byway claim has now been submitted for Middleton Lane and this completes the first round of claims in the Wolsingham area. There are still lanes in this area where nothing is recorded on the definitive map. The council will reject any byway claims on the grounds that section 66 regarding the definition of a byway is not being met. If anybody has got any experience in this area of law please get in touch.

Bits and Pieces

The gate at the east end of the Lead Road across Bolts Law has been locked. I think this blocks a definitive map footpath and I will contact the council to see if pressure can be put on the landowner to unlock the gate.

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MSL
MOTOCROSS

Following work by Alan Kind and Dave Vaughan the order to stop up an unclassified county road near Morpeth in Northumbria has been changed to a diversion order. Excellent.

Malcolm Watson has been studying the Blanchland inclosure and has found several new lanes in the Slaley forest area, contact Malcolm for more details. Following work by Alan Kind the gate on Low Lead Road in Slaley has been unlocked.

A study of lead mining records has shown that the definitive map bridleway from Garrigill to Knock is actually a public road built by the London Lead Company in the early 1800's. This is a new trail to us, nearly ten miles long, contact myself for more details.

Anybody interested in a "long" distance camping run during the summer please get in touch. Say starting with bikes and tents at Hexham and travelling south with as many trails as possible to Appleby in Westmorland or Hawes.

Club Runs List

My apologies for not getting this to members earlier,

Date	Location	Run Leader	Telephone
May 23rd	Alwington	Basil	091 2863971
June 5th & 6th	Selkirk	Trevor	091 5494573
June 20th	Kirkby Stephen	Trevor	091 5494573

All bikes to be road legal and quiet, usual donation to club funds. Always contact the run leader before the run to confirm details and ensure the run is on.

Mark Snoddy

From the BMF magazine 'Rider', November 1983.....

Know your rights

by Brian Thompson

Following requests, here are answers to some of the more frequently-asked questions about rights of way out on the trail.

Where can vehicles lawfully go?

On proven public rights of way (known as carriageways) under the following categories, listed in descending order of certainty and security:

1. where shown as a byway on the definitive map;
2. where shown by the county council as an unclassified county road;
3. where shown on the definitive map as a RUPP (road used as public path);
4. where previously shown as a RUPP but now, after review, as a bridleway, although vehicular rights were shown to exist and the RUPP was downgraded as "unsuitable" under the 1968 Act;
5. where, although public vehicular rights exist, they are not recorded by the local authority.

Types 4 and 5 are unbelievably complicated. Few lawyers and officials understand, so don't expect the average country farmer to know.

Can motorcycles use footpaths and bridleways, or go on open land?

No! It is an offence (Section 36, Road Traffic Act 1972) to take a vehicle on any of the above without lawful excuse. Of course, a landowner can give permission to riders to use footpaths and bridleways on his land.

What about green lanes I have ridden for years, but which the council says are only bridleways?

If you have evidence such as 20 years' continuous use or the lane is shown on pre-1835 maps, it is unlikely that you are breaking the law (see Section 56, Wildlife and Countryside Act 1981). However, you may be challenged in a court of law and the onus will be on you to

A history of byways: use evidence

Now a 20-year user witness is very difficult to find, and evidence of a shorter period is often all that is available. However, it may surprise you that the minimum admissible period is as little as 18 months (per McGarry and Wade in *Law of Real Property*, p 780) and *Law of Highways* states there is no fixed minimum length of use evidence to presume dedication at common law.

In *R v Petrie* (1855) a period of six to eight years was accepted and the Court of Queen's

prove the lane's status. You must provide the lawful excuse.

If a lane is ploughed out, can I still use it?

Yes, but be careful not to cause any damage, keep to the approximate course of the old road, and report to the council as the farmer has broken the law. About 10 percent of all green lanes lost are destroyed this way.

Do traffic laws apply on green lanes?

Yes. They are public roads after all, and charges of careless riding can be brought. Helmets should be worn. Keep to the 'trail riders' code of conduct; maximum speed 25 mph, give way to other users, stop for horses until they are well past, ride quietly, fasten all gates behind you.

Bench upheld the direction. In *Rugby Charity Trustees v Merryweather* (1790) Lord Kenyon held that a period of six years was sufficient, and in *Jarvis v Dean* (1826) four or five years was accepted.

Turner v Walsh (1881) stresses that the proper way to approach such cases is to look at the whole of the use evidence together, and refer the whole of it to a lawful origin rather than a series of trespasses. This is very important and I think it would be

unwise to rely solely on less than 20 years' use evidence. Conversely, it would appear satisfactory to rely entirely on several good 20-year user witnesses to establish a public right.

While McGarry and Wade state that every case depends on its merits and strength of evidence, Section 34 Highways Act 1959, repeated by Section 31 Highways Act 1980, says that a period of 20 years of use evidence must be presumed to infer dedication.

Use evidence is usually the only sort available and courts, public inquiries and local authority officials expect it to be presented. For the highest status, however, ample documentary evidence is available; pre-1835 maps, tithes, etc, admissible per Section 32 (formerly Section 35) Highways Act 1980.

The number of persons sufficient to establish user evidence is one or two, per Lord Campbell in *R v South Eastern Railway Co* (1850). In practice, six is the most that can reasonably be asked to give evidence although, if available, more should be offered to the court.

Thus, it is quite reasonable to present evidence of four to six years' use, which should be easy for even a hard-pressed rights of way worker. Witnesses should be prepared to testify to use at least once per year 'as of right', without hindrance or challenge.

From the PUBLIC RELATIONS Officer Report From Public Relations Officer

There has been several welcome volunteers for deputy PRO posts. In order to encourage others, may I make it clear the workload is likely to be small, in fact as little as one hour per month, any more is optional.

I am trying to suggest a job per month. January's was to send the TRF calendar to an influential person i.e. the rights of way officer in your civic centre. February was to try to have an article published in your county magazine. I photocopied 45 and have given them all away, but if you ask I can do more.

In March I asked for Peter Bank's leaflet to be made available in places like libraries and Town Halls. It is just the right size and fits in the racks with the National Trust etc. leaflets.

Future ideas include a rear window sticker preferably to be made available for every member. I am also investigating the cost of producing a TRF vest for public relation duties like horse trials.

I recently heard from a member who, in a fit of enthusiasm contacted a TV company regarding coverage of the coast to coast run. This type of publicity, unless carefully handled, could easily rebound on us with drastic consequences. Unless the Committee advise me otherwise, I do not think it prudent to proceed with this.

I have had several conversations with Group Rep. Mark Snoddy of Northumberland who has sent me a copy of his local paper the *Weardale Gazette*. The paper refers to some applications for byway status from the "Trail Riders Federation which.. has an unsavoury reputation for churning up old rights of way in.. North Yorks." They go on "It is clearly the intention of the Trail Riders Federation to use them for trials and racing, especially by motor cycles and quad bikes."

I have written to this paper correcting their errors and asking them to print my letter. I have warned them that they have already broken their code of conduct. If they do not print a correction, they will have further breached this code.

In addition I have sent some copies of articles from walkers mags. about the very severe damage to footpaths. In two cases helicopters are being used to help repairs at a cost of £10 per minute. I bet they do not print that information.

Brian Wright

From the MEMBERSHIP SECRETARY

Hi folks - 1. a notification, 2. a suggestion, 3. begging "sort of"

The notification

1. By the time you read this I will have moved home (again!) so your membership secretary now lives at:

6 Tennyson Place
Cleckheaton
Bradford
West Yorkshire BD19 3DJ
New telephone No: 0274 870162

A Suggestion

2. I have noted requests from one or two households where there are more than one member and they wish to save the Fellowship some monies by only having one copy of 'Trail' delivered - this makes for minor complications of my computer record keeping - I don't need complications as I

cause enough of my own!

The suggestion is that you take your spare copy of Trail into your local motorcycle emporium and ask them to leave it handy for their customers to read - this may get them an extra sale or two if we can entice a customer to (a) take up trail riding and (b) join the TRF.- anyway it will be cheap publicity for the Fellowship!

Note to all this could apply to you if you've done with the bulletin please make positive use of it in this manner we will spread the gospel of the holy trail!

Begging

3. I require a head, barrel and piston for my DT125R (G Reg) - Has anyone out there got a cheap (or even cheaper) top end for my bike as I haven't had time to ride or chase round breakers for the aforementioned items -.

On top of normal day to day membership duties, I am attending three shows and one exec. meeting this month on behalf of the TRF. Keep up the good work peoples and try to find some time to ride the lanes!

P.S. coming soon to a trailies home near you - a TRF Handbook?!

Garry. Your Memba Sec.

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RoW NEWS

This month will have to be shorter than usual, because I have been busy. Doing what, I hear you clamour in unison. Well, for one thing I have been mending my trail bike. No, don't laugh. Poor thing, stuck in the back of the shed all winter, its rear brake stuck on and its front brake stuck off, and no teeth and hardly any gums on the front sprocket. The back one was the best news, as my secret mod to solve the wobbly circlip problem seems to be working. It has seen a whole chain set out, anyway, so keep your fingers crossed. All my previous bodesges at packing this and spacing that and putting little washers in here, have all ground quite literally to nothing. By the time the old 185 is properly vintage I will have sorted it one way or another!

What else was I doing? Oh yes, I have applied for a job. The advert said 'a knowledge of rights of way and computers' so I thought 'Here goes'. More news might be bad news as far as the TRF is concerned, because you might need a national rights of way person. But perhaps I won't even get a sniff.

Thanks to the massive response to my request for information about Voluntary Restraint I was able to report both your comments to the LARA meeting. More news would be useful, but perhaps Bedfordshire is the only county in which the signs are used. Only you can tell. There really was a massive TRF showing at the LARA seminar in Leamington, with about as many from our club (1500 members) as from the A-CU (?70000 members). This is why the TRF has influence, and a reputation, much bigger than you would think, because members are prepared to do what is needed.

If you need further proof, have a look at this month's issue of Byway & Bridleway. Alan Kind (TRF) is a regular contributor, but this time there are pieces from Gwyn Thomas (TRF), Bill Riley (TRF), and Roger Bailey (TRF). Modesty forbids reference to the TRF member who is in there twice! I also was our man at a meeting with the Ordnance Survey, who are slowly but surely running out of excuses for not showing the status of UCRs along with the so called 'definitive' information. Lots of other exciting things are going on behind the scenes, I am sure, but you are just going to have to wait till next month.

Tim Stevens

Midlands

Details of the historical documentary and map evidence for Piper Lane, Old Brampton near Chesterfield has been submitted to Derbys CC for consideration of an upgrade from Bridleway to Byway. We await their response with interest. In the meantime I recommend that we should continue to use the lane.

Thanks to all those that assisted in the pilot Rights of Way survey on the 28th March. In spite of the cold weather it was an interesting day. All the Footpaths, Bridleways and Unclassified County Roads in a 5km square centred around Burrough on the Hill in Leics. were surveyed. The main survey for the Countryside Commission will be undertaken this summer, in conjunction with other user groups. Volunteers will be required again for this.

Nottinghamshire are pressing ahead with the review of 70 odd RUPPs in the county. Derek Collins and Ann Smith (BHS) have found a considerable amount of valuable historical evidence through their researches, and Council have taken note of this. If we are however to secure a significant number of Byways from the review, and they are not to be downgraded to Bridleway, we need to submit Evidence of Use going back 20 years or more if possible. The council have sent me a quantity of Use Forms for the lanes in doubt. A volunteer is required to organise getting these forms completed by older or past TRF members, and members of other clubs, such as the Midland Classic.

Richard Marshall

Byway in the Yorkshire Dales

Three roads in the Yorkshire Dales were to be put forward for consideration for BOAT status at a meeting in Hawes by the National Park ROW Committee on Wednesday 24th March 1993. I, as Cumbria ROW Officer went to the meeting to see how things were to develop, as these were the first in a list of 30 lanes to be considered over the coming years. After much debate whether vehicular rights exist, they all agreed - yes. Whether the balance of user was walkers or horses, they all agreed - yes. Therefore a motion was passed for our first three lanes to BOAT status.

The lanes in question were:

1. Camhigh Road, Bainbridge - the metaled road at Dodd Fell
2. Busk lane - Part of slate allotments
3. Gilbert Lane to High Lane (Stalling Busk) - also part of slate allotments.

This I feel is good news. The evidence on these lanes for vehicular rights was overwhelming. I can however see problems further down the line, where it will be more difficult to prove vehicular rights exist, therefore user evidence by the TRF will be important especially for those of you who have been riding the trails for 20 years or less. Most of the regularly used trails in the Yorkshire Dales are to be put forward, therefore you people out there, ROW Officers, should get in touch with the National Parks with evidence of use and also the amount of walkers etc.

Balance of use must not be vehicular, but walkers or horses, as this is the test for Byway status. So all you ROW Officers locally, who probably know the lanes in question should write in with a letter - 2 or 3 other members of the club also. Tim Stevens will have a list and it may be possible for the ROW Officers to have a copy of the lanes in question from the local clubs. They have told me they do not require too many people writing in at a time, but a few of us must, to keep these lanes open in the turn of the century.

That's all for now. Hope to tell you more when and if information is forthcoming.

Cumbria

Just a quick note that there is movement on re-classifying RUPPs and Bridleways on to the definitive map as BOATs. Cumbria has a lot of dual status lanes with a lot of RUPPs.

I go to the ROW Council meetings in Kendal every few months and they agree progress will be slow to re-classify as they are undermanned. They also reckon a simple modification order, as done by some other Councils, would suffice.

The TRF are at the moment to survey some of the lanes on behalf of the Council. How far this will progress depends on whether the National Parks take over control, like the Yorkshire Dales, at some future date. This I feel is a real possibility.

So in the meantime spring is in the air. All of you get out there and have some fun, but also do your bit for public relations. We must all do our own bit for the future.

Yours in deep water, see you on the trails.

Stephen Brass. ROW Officer, Carnforth.

CHESHIRE

User evidence is required on these lanes - all on map No.117:

ROLLING REVIEW MALPAS AREA—LIST OF RUPPS

AGDEN 14 GR SJ 512442—511440

AGDEN 15 GR SJ 510434 - 509433

BICKLEY 16 GR SJ 546493 - 548490

BICKLEY 17 GR SJ 544489—548490

CALDECOTT 6 GR SJ 437512 - 432527

(continues)

CHURCH SHOCKLACH 5 GR SJ 438511—437512

CUDDINGTON 20 GR SJ 454476 - 449479

HORTON 14 GR SJ 452480—455484

MALPAS 11/EDGE 26 GR SJ 490481 - 490488

MALPAS 3/CUDDINGTON14/CHORLTON 8/OVERTON 9 GR SJ 472468—479478

OVERTON 8 GR SJ 477480 - 465488

TILSTON 10 GR SJ 455509 - 457504

TUSHINGHAM 19 GR SJ 533469 - 530455

All replies to *Geoff Bostock, 40 Ripley Avenue, Great Moor, Stockport, Cheshire SK2 7JS*

Snippets from the Press

Anti's Getting Nasty

The hunting folk report a rise in violence at hunts. There is feeling that the weak trespass laws make it too easy for the anti - hunting groups. I prophesise shooting and fishing next.

The Princess Royal's Children Help At Gatcombe Horse Trial

Zara galloped round the course helping to collect the results. Brother Peter rode his four wheeled motorbike helping the stewards and working on the course.

In the midst of a large number of animals the Princess declined to be drawn on whether horses or cars caused the greater environmental damage. "I am not so sure horses are the best for that," she said "I've always said that one person's emissions are another person's manure." Peter and Zara for honourary TRF membership?

The Green Column - Cows Cause Acid Rain

Cars are now the fastest growing source of nitrogen dioxide. However acid rain may be caused not only by power stations and cars. It seems that the cow extracts nitrogen from highly fertilised pasture grass. The manure then releases ammonia into the atmosphere. Once rain brings the ammonia back to earth it is converted to nitrate by natural soil processes. Result acidification. (The date on this article was 22 March and not April 1, honest.)

It is a strange thing, green-ness, The mum driving the kids to school in her cataliser Volvo thinks she is green and the two stroke is not. In fact the cataliser will not be effective for maybe 10 miles or more and the unleaded is producing an extra 5% cancer giving gases. The two stroke will go maybe 5 times as far on the gallon, the oil burnt is probably synthetic and the exhaust contains substantially less nasty gases.

John Smith MP

I do not wish to bring politics into the TRF, but John Smith is reported as claiming the moral high ground by linking Christianity to democratic socialism. This reminds me of the time Brian Thompson was at a Public Inquiry and the local vicar claimed God was on his side in supporting a TRO.

By the way, I still cannot obtain John Smith's answer to my letter. Does anybody live in his constituency? If so please contact me, together we can force an answer.

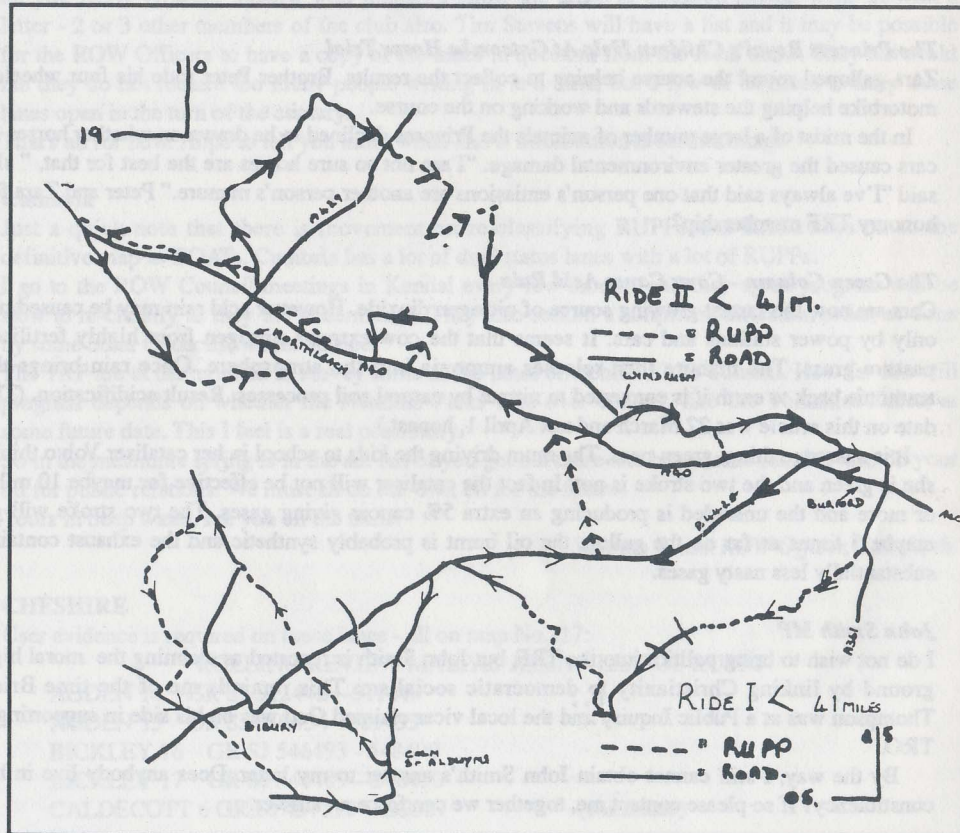
Introducing a Ride

A description and route finder for two lanes in East Gloucestershire, sent in by Mike Hallam. Mike thinks that something like this should become a regular feature. What do you think....?

Ride 1 starts at Signal which is south of Burford. 246103 where there is an area where the car and trailer can be parked. The route is generally on good brash or meadow land with good views over the entire ride. The route is used by walkers and horse riders but generally they are few in number. There are many farms on route and there is a need to ride through some farm yards. One RUPP between the B4425 and the A40 passes through an active small airfield - but without problems. Distance 41 miles, altitude between 100M to 170M.

Ride 2 yet to be ridden.

NB This area of the cotswolds has three interesting towns. Burford is the largest and very much a tourist trap. Northleach is a famous wool town with an excellent church, museum and clock shop. Bibury is another tourist trap but sells very good trail?!!



About the new KLX 250

Brief Impressions Of The Kawasaki KLX250

When the new four stroke Kawasaki was announced a lot of members thought it sounded the ideal alternative for the Honda XR250 which dated back to 1983.

There was much speculation about the very light weight which was, from memory, 104 kg compared with the Honda's 109 kg. The weights quoted are usually "dry" and in my experience are often 20 lbs lighter than the actual figure.

At first glance the bike looks small and light. Attempting to pack up the rear end was easier than my KDX. The engine, of course looks different to a water cooled two stroke with it's enlarged top end, rather like one of the early Italian racers but with no fins.

The frame is of the "perimeter" design with the petrol tank sitting between the top rails, this makes it a little small though. The whole bike is slim apart from the exhaust bulge which is larger than the two stroke's. The rear axle has been slimmed down to the same width as the swinging arm.

Although visually small it feels fine for a six footer to sit on and ride. Very light and responsive. It suited me well for green laning and could be ridden very quietly. You would need to rev it more for enduros (or hills) and in this case the exhaust note had more of a bark, quite pleasant though.

Suspension is very plush for green laning, I would say better than the Honda. I found the two disc brakes to be excellent.

Drawbacks seem to be starting and carburation. Although it started well for me, the rider had some difficulty throughout the weekend. After a carb. strip it idled better. On one long hill, after being held up, it boiled away most of it's coolant. This happened again the following day. The non - "O" ring chain needed frequent adjustment.

In fairness these problems may only affect this individual example. I hope so because I liked the bike very much. I believe the list price to be £3,250. This puts it at a disadvantage compared to the DR350 which is available for much less. However you should shop around as I would prefer to pay a little more for the high specification and much lighter weight than the DR350 and XR250.

Incidentally, I found the KDX250, which was also with us for the weekend, tended to encourage one (well, me) to excesses and at the same time was tall and unwieldy.

Brian Wright.

