

GROUPS

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John Chilton, Tel: 0902 336708
1 & 3 Thursdays, 8.30pm, The Mitre, Church Road,
Bradmore, Wolverhampton

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

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

CORNWALL

Sally A. Madgwick, Tel: 0208 74411
Ring Secretary for details.

CUMBRIA

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

DERBYSHIRE & SOUTH YORKSHIRE

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

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

Graham Chinnery, Tel: 0332 863433
2nd Wed., The Red Lion, Ashby Road, Kegworth, Leics.

EAST SCOTLAND

Les Mollison, Tel: 0382 738530
2nd Wed., 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 777620
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 Wed., Coach & Horses, Newgate Street, Nr. Cuffly

ISLE OF WIGHT

Mick Holbrook, Tel: 0983 866361
Last Thur, Liberal Club, Landguard 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 Thur, The Queens Head, Kirkby-la-Thorpe, Sleaford

LODDON VALE

Bernard Green, Tel: 0344 50289
2nd Thursday, The Lamb, Theale, Berkshire

NORFOLK & SUFFOLK

Stephen Canning, Tel: 0359 31018

Last Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

NORTH MIDLANDS

David Riley, Tel: 0782 410243

1st Tuesday, Stafford Arms, Bagnoll

NORTHUMBERLAND

Mark Snoddy, Tel: 091 386 0749

1st Tuesday, The Beamish Mary, No Place, Co. Durham

NORTH WALES

John Mills, Tel: 0477 534425

1st Wednesday, Hope & Anchor, Ewloe Place, Buckley

RIBBLE VALLEY

Anthony Dinsdale, Tel: 0200 28507

2nd Tuesday, Pendle Hotel, Chatburn, Clitheroe (off A59)

SHROPSHIRE

Mr. C. Ball, Tel: 0952 598092

2nd & last Wed., The Bell, Crosshouses, Shrewsbury

SOMERSET

Peter Banks, Tel: 0749 860396

Last Thursday, The Canal Inn, Wrantage

SOUTHERN

Euan Harrison, Tel: 0962 733781

3rd Wed., The Ship Inn, Owlesbury, Nr. Winchester

SOUTH LONDON & SURREY

Brian Wright, Tel: 081 669 4214

9pm every Wed, Lingfield Health Club, Ruxley Lane,
Ewell, Surrey

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Bob Balderson, Tel: 0604 494947

2nd Monday, The Spencer Arms, Chapel Brampton

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Bill Kershaw, Tel: 0633 895241

2 & 4 Thurs, Cardiff HSOB Rugby Club, Whitchurch

SWINDON

Pete Owen, Tel: 0793 750557

1st Wed, Jacobs Ladder, Stratton St. Margaret, Swindon

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Bevis Billingham, Tel: 0243 585128

Last Thurs, Ashing on Social Club, Rear of Red Lion,
A24, 9 miles North 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 Mon, District Arms, Woodthorpe Road,
Ashford, Middlesex

WEST ANGLIA

David Knight, Tel: 0933 313816

1 3 Thurs, 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 Thur, 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

Steve Pighills, Tel: 0902 672479

Every Thursday, 10pm, Potter's Rose & Crown, Colley
Lane, Halesowen



TRAIL

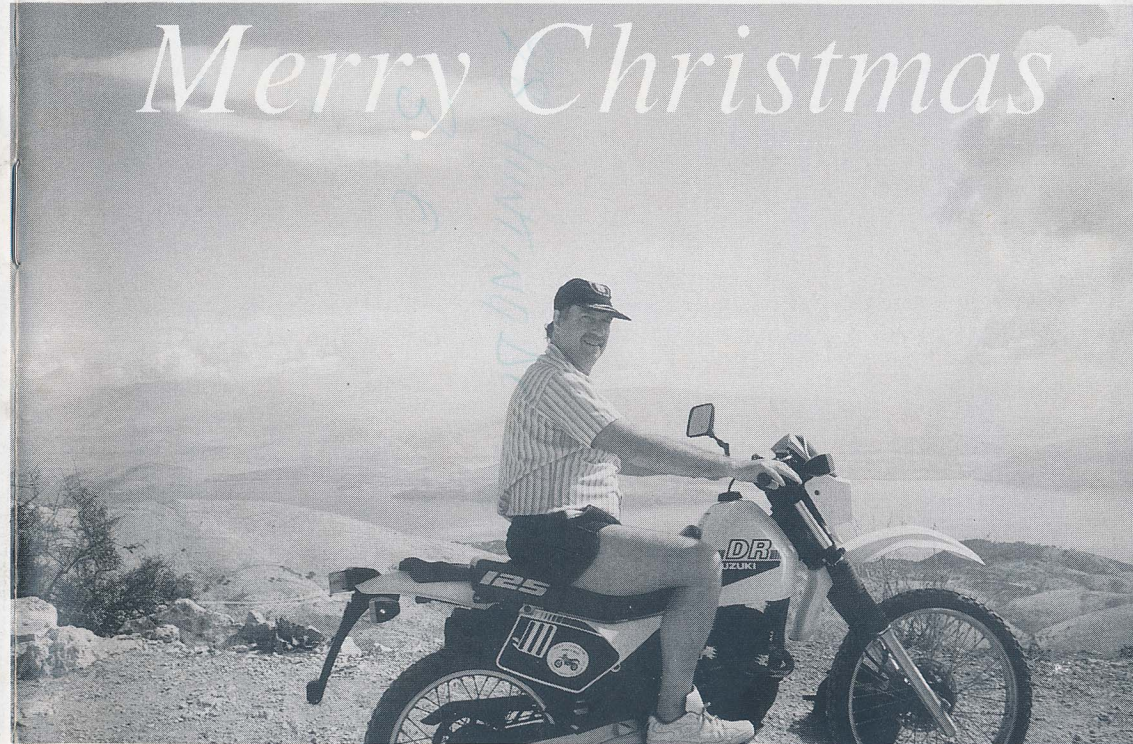
DECEMBER, 1993

No. 185

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

EDITOR: Mike "Nettlebed" Pedley.

Merry Christmas



TRAILING IN THE SUN

Something to look forward to. Tony Broughton.

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All contributions to the Editor Please keep it short and sweet!
COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH

CLASSIFIED

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XT350 "J" reg. 4,700 miles. Road use only. Derestricted. Excellent condition. £1780 o.n.o. Tel: 0905 775868 (Worcs.)

WANTED XL125R prolink front wheel (drumbrake). Tel: Carl 0604 786416 Northants.

THREE BIKE TRAILER heavy duty, mini wheels, indispension units and lights. Excellent condition. £120. Tel: 0200 445657 Lancs.

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HONDA TRANSALP "F" reg. good condition, T & T, new tyres, 36000 miles. £1650 ono. Tel: Keith 0908 315179 Bucks.

DR350S for sale. "J" reg. Only 3,700 miles. £1875. Tel: Bristol 0272 400440

KTM600 4-stroke. 1989 in '91 plastics. 700 miles since total rebuild. Excellent machine. MOT March '94. £1450. Tel: Paul 0272 510295

HONDA 250XLS. 1982, V5, no lights, chrome exhaust, good tyres, needs some work. £200. Tel: Brighton 0273 882986

TYRES lots of trail and enduro tyres some virtually new, some part-used. Pair Dunlop K560 (off DR350), 500 road miles. £30 pair, Metzeler 2.75 & 21 enduro, new £15 & 18" T61, MT43, etc. Ring for more details: 0494 864816

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TRF OFFICERS

CHAIRMAN (ACTING) Richard Marshall, 1 Burlington Close, Breaston, Derby DE7 3UB
Tel: 0332 873416

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MEMBERSHIP SEC. Garry Watson, 6 Tennyson Place, Cleckheaton, Bradford, W. Yorkshire
BD19 3DJ. Tel: 0274 870162

SECRETARY Peter Ballard, 210 Spring Meadow, Clayton-le-Woods, Leyland, Lancs.
PR5 2PP. Tel: 0772 455487

RIGHT OF WAY OFFICER .. Tim Stevens, 101 Square Lane, Ormskirk, Lancs. L40 7RG
Tel: 0704 894136

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Tel: 0332 704748

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Tel: 0200 445657

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

EDITOR

Now is the time of the year when magazine editors wish their readers "A Merry Christmas and a Happy New Year" and I, and our little team, are no exception!

Has 1993 been a good year for the TRF? Has it been a good year for you - trail riding wise that is? Have you lost any lanes, have you found any new ones? Have YOU done anything for trail riding, or the TRF? No, OK we won't start that again!

But seriously, have we as a National Organisation moved forward in 1993? For if we do not move forward we inevitably slide backwards.

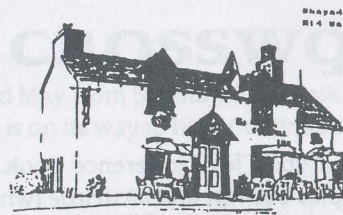
I doubt that our public image is improving despite our efforts, though our RoW expertise and fighting strength certainly is.

The Government has just announced (realised?) that Motorcycling is becoming increasingly a leisure activity rather than a mode of transport and perhaps we can capitalise on this image in 1994.

How do we move forward in 1994? Firstly, continue to strive to improve our image by following our Code of Conduct and taking the trouble to communicate with those you meet on the trail.

Secondly, strengthen our base - I've never advocated converting motorcyclists into trail riders, but please try and make sure all trail riders are TRF members - and look to your own Group first? Thirdly - you must become involved in the RoW side. Inevitably we will "lose" lanes and we must therefore constantly open up more. Even if you are not a records-office "type" find 'em on the ground, walk 'em and pass the info to your group RoW. Keep the network expanding. If you're on the verge of RoW research don't forget to put Tim Stevens' book on your Christmas list - it should be compulsory reading for all TRF members!

The CORNHILL INN



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0597 810869.

NETTLEBED
P.S. Just chopped in the Editorial XR for a WR200. Brilliant. Write-up coming in the New Year.

ADVERTISEMENT MANAGER

Hi, as from 1st January 1994 I'm your new advertising manager. My full address and telephone details appear on the inside front cover of this issue.

Also in this issue you will find a "Potential Advertisers" Detail Form and Rate Card. If YOU know of any Company that may be prepared to advertise in "Trail", please contact them direct and complete the Detail Form, or, forward their details to me to follow-up.

Please support the companies that advertise in OUR Journal.

Alan Wilkinson, Lincolnshire Group

BOOK REVIEWS

The Icknield Way Path. A Guide for Horseriders, Cyclists and Others.

ISBN 0 9516011 2 1

Wimpole Books, Pip's Peace, Kenton, Stowmarket, IP14 6JS.

Tel: 0728 860429. Elizabeth Barrett.

A book, we are told, should never be judged by its cover. This £3.50, A5, staple-bound booklet does not look particularly inspiring, either in its green cartridge covers or its PCW-generated text. Indeed, place it alongside Ward Locks' *Bridleways of Britain* - big, hardback and lots of colour for £16.95, and you may be forgiven for dismissing Mrs. Barrett's book as cottage industry dross. You would be wrong to do so. Where BoB promises, only to deceive with little more than sketchy generality, *The Icknield Way Path* is a labour of love, with a clear understanding of what old highways were, and still are. Mrs. Barrett details a 110 mile route based on the line of part of the Icknield Way trackway system. This route runs from Roudham Heath in Norfolk to Luton and gives scope for links with the Peddars Way route and (planned, but not yet "official") the Ridgeway Path and the Swans Way.

Mrs. Barrett stresses that this route is obliged to use sections of metalled road and that riders should be traffic-capable. Mountain bikers face few such problems and I know from recent experience just how pleasant the green roads (both bridleways and byways) around Thetford are. Flat, yes; boring, no. Suffolk County Council also deserves a pat on the back for getting to grips with byway/bridleway claims in this area.

There are relatively few long-distance horse and bicycle riders, but many who will visit parts of the Icknield Way at some time. All should read this excellent guide before they set out.

An Introduction to Highway Law, Michael Orlik.

Shaw and Sons. ISBN 0 7219 1330 X

£16.95

The "sharp end" rights of way worker needs a good legal reference book. In recent years this need has been largely filled by copies of *Pratt and McKenzie* (which are sometimes older than the person wielding them), the "blue book" and, for the dedicated, the *Rights of Way Law Review*. Mr. Orlik's book will not replace any of these - to do so would demand nothing less than a completely new *Pratt and McKenzie* - but many recreational highway users will find it very useful. The format is familiar with chapters such as "what is a highway?", "creation of highways", "traffic regulation", "footpaths, bridleways and byways", etc.

The scope is, of course, wider than rights of way. There is a chapter on the liability of the highway authority for accidents on the highway and that, even for the rights of way enthusiast, is most illuminating. The book's most endearing feature is its balance between subjects. Some general highway law books seem to get bogged-down on frontagers' rights, adoption of unmade-up streets and the technicalities of dedication.

Mr. Orlik avoids that, sticking to a level of information that is beneficial, and most clearly written, for the type of person who acts as a local rights of way officer.

Without going into any depth I guess that rights of way lawyers may take issue with some of the content - the maintainable width of highways for example - but this does not spoil the book's overall value, both for money and as a useful addition to the rights of way practitioner's bookshelf.

Alan Kind

NEW BIKE

The new YAM TT250R is only available in Japan, not yet in the USA, France or the UK. It should take the place of the old war-horse Honda XR250.

Two of us in West Yorks are going to have one each very soon. Import and VAT are expensive charged on top of freight and packaging. All these are greatly reduced if a few are brought in together.

I'll be ordering mine from an export agency in Japan around Christmas time. Promised despatch is two weeks after order. The pound is only buying 70% of the Yen of a year ago, so everything from Japan will be much more expensive in future.

If anyone out there is interested and would pay around £4,000 to own a new Electric start trail bike with 4 valves and full enduro suspension, ring me, but only if you're serious.

Gordon Carr, 0535 644568

P.S. It's a bit over a year since I brought in the first SEROW, it's been a dream bike, good to ride and completely trouble free. This up rated 250 looks quite exciting.

Typical Mr. Wainwright

CROSSWORD WINNER!

Richard May from Sudbury in Suffolk is the winner of November's Trail Crossword. A T-shirt is on its way to him. Congratulations!

1	F	2	O	3	O	4	T	5	P	6	A	7	T	8	H	9	T	10	A
9	E	10	V	11	E	12	R	13	A	14	N	15	O	16	E	17	O	18	H
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34	P	35	S	36	A	37	L	38	M	39	S	40	R	41	E	42	A	43	P

CO-OPERATION "THE WAY FORWARD"

VOLUNTARY RESTRAINT BECOMES VOLUNTARY EXERTION ON EXMOOR

An old green road runs across Withypool Common on Exmoor. From near the village of Withypool the track climbs South West across open moorland, past Porchester's Post, over Willingford Bridge and on to Molland Common, where it rejoins the tarmac road at White Post. With over seventy inches of rain falling on the common in an average year the surface of this road often becomes rutted. Passing traffic, foot, hoof or wheel wears away the grass and allows storm water to erode the exposed soil. Gullies several feet deep can form in vulnerable areas, and traffic is obliged to find an alternative route alongside; on an open moor there is no shortage of space. This is not something new, inspection of the moor on either side reveals evidence that the problem has occurred and been solved in this manner since the days of horse and cart. But this solution is not acceptable in the present age, we are rapidly running out of wild moorland and tracks many yards wide are considered visually intrusive, if not to say ugly. As Withypool Common is a Site of Special Scientific Interest (SSSI) the Exmoor National Park (ENP) authorities had to do something and so LARA was requested to agree to a period of voluntary restraint. Besides the users of vehicles, two and four wheeled, horse riders were also asked to refrain, but it is unlikely that many considered themselves part of the problem.

On 20th September representatives of Somerset TRF, the All Wheel Drive Club, local competition clubs (two and four wheel), the Ramblers, ENP Rangers, Somerset

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C.C. Officers and local Parish Council members met to inspect the track and assess it's condition after six months voluntary restraint. The TRF had not agreed to continue the voluntary restraint after the first three months because it was not felt that use by motorcycles was contributing to the erosion; no more than horses anyway. However, we did not insist on the removal of the LARA notices because signs applicable to 4WD vehicles only were not available; use by motorcycles was therefore probably limited to those local riders who were aware of the situation.

Certainly the area looked greener due to grass growth during the summer, but the ruts were still there and some were even deeper! Over two foot in places and obviously due entirely to erosion by storm water. The (ENP) Rangers agreed that drainage works needed to be carried out and hoped for a continuing period of voluntary restraint whilst this was done. This was not acceptable to any of the user groups present, but offers of assistance in carrying out the work were made, together with an agreement to request members to refrain from use when the ground might be particularly wet.

The Rangers are keen to do as little as possible to the route in order to preserve the wild nature of the moor and the use of mechanical diggers, to excavate ditches, etc., was not considered appropriate. The digging of channels to guide storm water away from the route of the track at suitable intervals was proposed, using hand tools. A definite track will be made obvious on the ground, and ENP hope this can be done without the use of marker posts. All traffic, including horses and walkers, are expected to keep to this track, which will be maintained as necessary but to a minimum standard. Notices would be erected at each end of the track to remind users.

It is hoped all TRF members find this agreement acceptable and will use their discretion when riding in the area.

On 13th November a working party of fifteen users, including six Somerset TRF members, though no walkers or horse riders, duly turned up to help dig the channels and demonstrate their willingness to work with the ENP Rangers who, as well as turning out to help dig, arranged some ideal weather. Yes, after two weeks without rain, over an inch fell during the previous night and continued all day as we worked. The following fortnight was dry too! But that rain was essential to indicate just where the channels needed to be, we can now be fairly confident that water will drain quickly off the track. Many thanks to Kevin Parfitt, Andy Sharp, Julian Bruford, Dave and Ben Dyer and not forgetting Russ Cosway (well I know you went); I hope all future visitors to Exmoor, TRF or no, appreciate the work put in on their behalf. The rangers now know we are serious about "caring for green lanes", the exercise was excellent P.R., proving what can be achieved when all interests, including 4WD, work closely together to solve a problem.

Peter Banks, Somerset

NOTICES

Teeside and North Yorkshire TRF - AGM 19th January, 1994. 8.30 p.m. PROMPT.

OFFICERS REPORTS

REPORT FROM PUBLIC RELATIONS OFFICER

I managed to find time to attend the BMF GCM (AGM) and a "conservation" group meeting this month as well as move house again. Of course I was present at our own AGM.

For anyone who was not there, I wore unmatched jacket and trousers and announced that I was now living in two homes. No wonder most people inquired if I was living with two different women! Not true.

I would like to thank all the kind members who gave me their support. I trust that I will be equal to the task of continuing the job of PRO as well as Vice Chairman.

Recent press articles of interest to us include the Farmer's Diary (Telegraph 13 November) describing a pay-to-ride scheme for horse riders and another suggesting that the crash bars fitted to 4WD vehicles were dangerous and the subject of insurance loading.

Of more interest to us might be a design team's concept for a powered bicycle using a 35cc petrol engine. I like the idea of a bicycle you do not have to pedal.

I recently spent an evening with a farmer who, seeing my TRF badge, raised the subject of rights of ways. It seems that in his area (Herts.) mountain bikes on footpaths are the major problem. He told me that a further nuisance was the cutting of wire fences by horse riders. He had evidence that the culprits were not riding schools but wealthy individuals.

The Sunday Times carried an article headed "Britain's vanishing wildlife heritage" describing how half of our ancient woodlands have been destroyed since the war and a fifth of all hedgerows have been lost during the 1980's. I saw this as an opportunity to put the case for byways. We frequently use the argument that byways can be a haven for wildlife with their protection from ploughing, and often, their ancient banks and ditches.

Taking this one stage further, I suggest that the Rights of Way Act 1990 could have gone further and given this protection to bridlepaths and footpaths. If this were the case we could create potential further wildlife havens, safe from farmers chemical pollution. Also, perhaps walkers and conservation groups could throw themselves into the creation of these areas instead of coveting "our" nice green lanes. I think this idea could be worth pursuing at Committee level.

Now a little request for help. I cannot read all the local and national papers. I generally cover the Daily Telegraph and various Sunday papers. I need some volunteers who take other nationals and their local papers who would be prepared to contact me if they see a relevant article. A phone call or photocopy is all I require.

Wed-Sat Tel: 081 686 3458 Sat-Wed Tel: 0679 63373

Brian Wright

THIS YEAR'S CALENDAR PHOTO

of Ox Close Road, near Castle Bolton was taken by Stephen Brass. Congratulations! A sweatshirt is on it's way to him.

He explained that Byway claims do work against us in that they bring out all the old prejudices about motorcycling in the countryside, and waste a lot of time with letters and inquiries.

1994 Membership Fee: Tim Ley wished to put a proposal to the meeting to increase the 1994 subscription fee. Richard Marshall explained that the motion was not submitted in time to this meeting. Tim Stevens read out the constitution regarding subscriptions (para D2) and suggested that because they were to be "determined by the AGM" this did not need a separate motion. In order to resolve this the meeting was asked to interpret the constitution and it was decided that it was quite in order to consider raising the subscription. (For 56, against 3, with 4 abstentions).

MOTION Tim Ley proposed an increase in membership fee to £18 next year, this was seconded by Charlie Morriss. **AMENDMENT** Brian Wright proposed an amendment to increase the fee to £17 next year, this was seconded by Peter Wildsmith. The vote on the amendment was - For 33, Against 20 with 3 abstentions. The amended motion was carried.

Motions:

1. Tim Stevens proposed that "The Trail Riders Fellowship is the governing body of trail riding in England". Tim spoke on his motion explaining that his questionnaire to RoW Officers had come back with this as a suggestion. At present the ACU is the only governing body and goes to meetings with Authority, such as the CCPR governing body conference. It is felt that the ACU being a strictly competitive organisation has not got the authority or expertise to address Rights of Way matters from a recreational viewpoint. The TRF however, has gained expertise in RoW and in many organisation's opinions is THE authority on recreational motorcycling in the countryside.

Lengthy discussion took place with many ideas being put forward as to whether being a governing body was going to lead us into problems, and also whether to be just in England or the whole British Isles.

Charlie Morriss proposed an amendment to replace "England" with "Great Britain", seconded by Fred Ellison. For 48, against 3.

The amended motion was voted on. For 59, against 6, amended motion carried.

2. Tim Stevens' proposal to amend the code of conduct was deferred to be included in the later discussion on this topic.

3. BMF affiliation. Following the BMF General Council Meeting on 16th October 1993 Tim Stevens withdrew this motion.

4. LARA Membership. The meeting unanimously agreed to continue membership of LARA thus ratifying the decision of the Executive.

5. To save time, Tim Stevens withdrew his motion, as it was in the rules already.

6. More Training for TRF workers. Tim Stevens spoke on his motion asking members if they require him to put on training events which might not break even, but cost the TRF money. A show of hands agreed this motion unanimously.

7. Geoff Wilson for Chairman. This motion was withdrawn as Geoff had indicated he was no longer able to stand because of BMF and FIM commitments.

8. This AGM confirms para D5 of our constitution "Members must abide by the TRF Code of Conduct in their use of unsurfaced public rights of way". Peter Banks spoke on his motion explaining that he wanted to remind members of their obligations under the constitution. He had recently felt that members were not abiding by the code and this could have a bad effect on both the TRF image and in its dealings with Authorities. For 60, against 0 with 1 abstention.

The Chairman asked Peter Banks to go through the code of conduct point by point.

USE ONLY VEHICULAR RIGHTS OF WAY

Trail riding is only legal on public roads. Not all unsurfaced routes have vehicular rights. If in doubt check with the County Council or the TRF.

David Giles proposed an amendment to delete "Not all unsurfaced routes have vehicular rights". Seconded by Martin Harding. After some discussion about the relevance of this statement a vote was taken. For 59, against 0 with 2 abstentions.

The amended motion was voted on. For 61, against 0 with 1 abstention.

KEEP TO THE DEFINED WAY ACROSS FARMLAND.

Wheels can damage crops and grass. Wandering from the road onto farmland or moorland is trespassing. If in doubt, ask.

This was accepted without being altered.

GIVE WAY TO WALKERS, HORSES AND CYCLISTS.

They have right of way. On narrow lanes, stop and switch off engines.

Tim Stevens proposed an amendment to delete "They have right of way". Seconded by Peter Ballard. For 66, against 0. Carried.

David Giles proposed an amendment to add "As a courtesy" before "On narrow lanes". Seconded by Leo Crone. For 60, against 0 with 5 abstentions. Carried. The amended motion was carried.

At about this point it was 4 p.m. and Tim Stevens proposed suspension of Standing Order 12 (Meeting ends at 4 p.m.). Carried.

FASTEN ALL GATES.

Except those tied open for farming purposes. An open gate invites animals to stray, endangering themselves, crops and traffic.

Dave Tilbury proposed an amendment to delete "all" and add "Fasten gates to safeguard stock". Seconded by Alan Kind. For 53, against 5. Amendment carried. The amended motion was then carried.

TRAVEL AT A SAFE SPEED.

Travel at a quiet and unobtrusive pace, taking regard of conditions and visibility. On green lanes never exceed 25 mph.

It was clear from discussions that members were not happy about the word "never" and would prefer the original "voluntary" wording. When the motion to accept Peter Banks' wording was put it was not carried. For 5, against 52. The original wording stands.

RIDE QUIETLY

Machines must be effectively silenced. Use the throttle with discretion as exhaust noise can offend. Green lanes are subject to the same laws as surfaced roads.

For 53, against 2. Carried.

HONOUR THE COUNTRY CODE.

Respect the countryside and those who live, work and play in it. Green lanes can be valuable habitats, so take special care in Spring and early Summer.

For 60, against 4. Carried.

IDENTIFY YOURSELF

Carry your current membership card with you when trail riding so that you may identify yourself as a current member of the TRF, and display a current membership sticker.

For 64, against 2. Carried.

Election of Officers:

CHAIRMAN: Richard Marshall explained that work pressure may mean he will not be able to be as active as he would like, and in particular may not always be able to attend meetings. Brian Wright expressed an interest in being Vice Chairman in order to help Richard out.

Alan Kind proposed Richard Marshall as Chairman with Brian Wright as Vice Chairman. Seconded by Charlie Morriss. Carried unanimously.

SECRETARY: Peter Ballard was re-elected.

PUBLIC RELATIONS OFFICER: Brian Wright was re-elected.

MEMBERSHIP SECRETARY: Garry Watson was re-elected.

TREASURER: Tim Ley was re-elected.

EDITOR: Mike Pedley was re-elected.

RIGHTS OF WAY OFFICER: Tim Stevens was re-elected.

Any Other Business: Tim Stevens explained that Bill Kershaw was retiring from the Rights of Way Review Committee (was the Haslehurst Committee, now the Browning Committee), this is a position to represent LARA. He asked the meeting for its support for him to stand against the Motorsport representative who is being put forward for Bill's replacement. He explained that he was not sure that the appointment of anyone whose income relied on competition on rights of way would be the best way to promote recreational use of green lanes. This was about to become the focus of debate if Forestry Commission land was sold off.

Keith Westley proposed that the TRF should back Tim Stevens for that committee. Seconded by Richard Tallon. Carried unanimously.

The meeting closed at 10 minutes past 5 p.m.

LETTERS

Trail and Exploratory Riding Abroad - See cover photo

First a note of caution. Arrange your personal insurance through your broker before you book your holiday. It cost me £20.90 up to 125cc and complete holiday insurance with GA 50% more over 125cc. Travel agents £26 and won't cover for bikes over 50cc. Norwich Union also do insurance but only up to 125cc. One problem is travel agents stop your discounts if you don't have their insurance. That sorted, my wife and I went to Corfu in late September. We hired a 125DR for £95 for 12 days.

Now to the good part. We decided to have a bike because we were a mile from town and the nearest beach. The first day we went up to Rassiopi on the N.E. corner along the N. coast then back down across the mountains. A couple of days later we went to Pelepatrista after tea. This was a mistake as it was very cold and we had to come back in the dark, which is dodgy with the state of roads, e.g. pot-holes, loose gravel, sharp turns even on the main roads. Driving in Corfu town is like London at rush hour but no lane disciplines, halt signs and few traffic lights. Great fun if you survive.

I did about 300 miles with my wife on pillion and about 120 miles on my own trail riding. The woods are full of trails and like an English Wood after a dry Summer except for the olive trees. The highest mountain is about 3500 feet with at least 30 miles of stone roads in various states of repair. The villages have lots of steep narrow alleys with colourful and varied gardens and houses off them. No hassle, nearly everybody waved or spoke. We had no protective gear so we averaged about 12 mph. Very laid back, enjoyable and a nice sun tan. Looking forward to my next one in Gran Canaria.

Tony Broughton, Lancs. & Ribble Valley Group

To and From Honda

North Wales group are still alive and well!

I wonder how many groups can boast that 50% of their members attended the AGM. Admittedly our group only has 8 active members but we have still managed group runs twice a month for the past 12 months.

I know we are supposed to drive our own patch's roads at least once a year but we just cannot achieve this when we ride in Clwyd, Powys, Gwynedd and Dyfed. However we are slowly reclaiming some overgrown roads - one in particular in Powys that was used in the Lomax many years ago. Even after many hours of clearing, we still have to use the bikes as bull-dozers to force our way through.

Has anyone out there heard about the truly road legal XRL200 which is supposed to be in current manufacture, similar to the way Honda are selling the XR250 in the USA as a road legal XRL250? Unfortunately Honda UK don't - as per enclosed letter from them. Maybe I'll write to Honda (Japan) next. Did you know that Dyfed have issued modification orders for 700 RUPP's, and only propose 39 as byways. Because of lack of members in Wales, we (the TRF) have only asked for 79 of them to be byways.

Have you read the excellent article by Peter McKay in no 8/93 issue of BBT journal that argues all RUPP's (sub-classified as CRB or CRF - carriage roads used as bridleway, ditto footpath) should automatically be byways?

To paraphrase the Ministry of Town and Country Planning in 1950 when RUPP's were created:-

"Highways which the public are entitled to use with vehicle but which, in practice are mainly used as bridleways or footpaths, should be marked on the definitive map as CRB or CRF". Interesting - eh!!

I bet there are a few of you who have done what I did recently - unloaded the bike 80 miles from home in Dolgellau only to find - NO BOOTS. And I was the run leader. Shame on you you say. However I have now proved that you CAN trail ride in trainers, but you get wet feet and bruised toes. Not to be recommended.

John Mills B.Sc.

NB: I use the B.Sc. to impress the Councils - although they all seem to have many more letters after their names than me.



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Mr J Mills BSc
7 Brookfield Drive
Holmes Chapel
Cheshire
CW4 7DT

Our Ref: SG/JT

Date: 13 September 1993

Dear Mr Mills

Thank you for your recent letter expressing an interest in the "XRL200".

Unfortunately, Honda (UK) do not have any information on this machine as it is not part of their current range. We would only hold information if it were to become part of our range, the '94 year range is released at the International Motorcycle Show at the NEC Birmingham 26-31 October 1993.

In your letter you also raised the question as to the possibility of the XL185 making a comeback. Of course the above still applies as regards next years machines however, we think it unlikely that this, or a similar machine will return in the near future. This can be attributed to the fact that the motorcycle market has dropped by 78% in the past ten years, the fall being most dramatic in the small bike market. Also, the 125cc learner law has effectively wiped out demand for 126-200cc machines.

We hope this clarifies the situation regarding these machines and ask if we can be of any further assistance please do not hesitate to contact us.

Yours sincerely
Honda (UK)

STUART GASE
SALES ADMINISTRATOR
MOTORCYCLE DIVISION

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I am always amazed that some riders regularly hit things, fall off, stop where they don't want to whilst others seldom do! Some riders seem to have the knack of being able to jump on any old bike and perform miracles! One of the most reliable and competent riders I know (I'll call him "David" to avoid embarrassing him) rides a ten year old 125ccDT and leaves most people struggling, he is past the first flush of youth, has a dodgy set of knees and a self-effacing demeanor but unfailingly finds grip where others don't and stays upright, zooming up some tricky lane while the rest of us are falling about! And, as if this is not enough, he does it on trials tyres!

Now I have a bit of a hang-up about trials tyres! Perhaps I should explain. Many years ago, I used to ride a rigid Norton 500T in Group, Open to Centre and Regional trials with little success but much hilarity - mostly for everyone else! I had no option on tyres, ACU Regulation pattern trials, mine were, mostly, if not all, if my memory serves me right, second-hand, given (discretely of course) new sharp edges by a secret illegal process. As I was little threat to the current Centre champions I was never challenged on this and post-scrutineered by Centre Officials anxious to find out how I had managed to beat Sammy Miller AND Don Smith!

I fantasised and speculated resentfully, if I could only use "knobbles" I would be able to do better than the Earole Cup or Fifth Best Novice in a field of 50 riders! But it was not allowed so I just carried on failing hills, hitting trees and breaking bits off the bike until I gave up trials. Actually it was the bike that gave up, all I did was to succeed in doing for once what a lot of people try to do when they are hard up, run the machine into the ground and scrap it! Everything gave up at once just as I finished my last event. No compression, clutch slip, loose spokes, bald tyres (well - nearly), frayed cables, bars like a lop-sided moose and a leaking tank! Incredibly someone came and offered me money for it and it went to a good home in the hands of a Norton collector for rebuilding. It had started life as a "Works" bike for a famous road racer to keep in trim during the winter. I hope it survived, I never saw it again.

I digress - when I was seduced and tempted into trail riding my first few rides were on a Bultaco Sherpa with - you've guessed it - trials tyres. The riding position was a little too embryonic for me and when an OSSA 6 Day replica turned up I bought it and - joy of joys - it had knobbles! In spite of abysmal lights and less than re-assuring brakes it was a super bike and I loved it. It was part exchanged for a Super Pioneer OSSA which had been ridden by Ray Chandler in the ISDT. This was also a gutsy, reliable bike but suffered from fuel starvation at over 80mph and never recovered properly. I stuck with moto-cross tyres when I bought a DT175, mostly Metzlers which were pretty good on most going but wore out rather quickly on tarmac and were not at their best on slimy rocks! Nevertheless I liked them and used them for several years. I was temporarily tempted by a cheap offer of a Trelleborg MX. It was the worst tyre I have ever used, a bitch to fit and lethal on tarmac so it went! I also tried a Pirelli MT40 "compromise tyre". It was Street Legal - lots of aggro at the time about the NHS markings on some tyres - it gave good grip but was prone to carcass shredding if you used it at less than 15psi. So, back to Metzlers until I went to Ireland. Knowing the reputation of the Emerald Isle for "moist conditions" (it's not

called Emerald for nothing!) I fitted a Norfolk remould as recommended by enduro riding friends. As luck would have it we had almost unbroken dry, sunny, shirt sleeve weather and to say that this tyre provided an "interesting" ride would not do justice to its entertainment potential". The central knobs, about 1" high were 5" apart the rear end weaved about like a slow motion tank slapper and hung out on corners like a speedway bike. It wasn't too bad once you got used to it but it had to go and after much soul searching prevarication I belatedly followed David's example, suppressed my inhibitions and fitted a Pirelli MT43 on the back and have not regretted it. It is of course a modern trials tyre with flexible walls and a standard compound, not one of the "sticky" compounds which they tell me will leave rubber on ice and wear out in a morning! The first one has worn well and I have not noticeably lacked grip in situations where I expected to. I shall be replacing it soon as the tread is reduced to about 5mm but still performing well on mud. It is better than knobbles on rocks and skitters about much less on tree roots and such. It's been a long conversion but I think I am convinced of their overall superiority. Meanwhile, on the front, I have had a Continental Enduro. It is a rock hard knobby which has outlasted 3 or 4 rear tyres, is predictable on tarmac and performs adequately on everything except slimy downhill braking. I would not BUY another but would gratefully accept another as a gift if you have one you don't want!

On a recent day out in Derbyshire, the first for many years, a notable feature was the number of mountain bikers riding the trails. They seem to be people who have much the same sort of interest in the countryside as we do. I had to admire their

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fitness and determination. They were friendly and, when they had got their breath back were happy to discuss their pastime with us.

Several of our group have ATBs and use them for fun and exercise. The activity has much in common with trail riding and it is interesting to see that they have much the same problems as us. I noted in one of the many magazines devoted to their pastime a letter from a rider in the Brecon area. They, like us had stopped to allow free passage to a party of "ramblers". All they got for their consideration and polite greetings was verbal abuse and subsequent vandalism to their transport in the car park! They were accused of having no right to use "their" countryside and of damaging the trails, does this ring a bell? ATBs are, of course, allowed to use bridleways and for all I know they MAY have been on a footpath but this is no excuse for abuse or violence. What is it with some of these bigots who won't live and let live? There is room for all if everyone behaves responsibly and are tolerant of each others activity.

By and large there is little conflict in the countryside and it is a joy to see everybody doing their own "thing" from walking, riding, jogging, cycling, photographing, hang-gliding or whatever. It is not your countryside or mine but everyones to enjoy and to share in the responsibility for not spoiling it.

Thought I'd end the year on a less flippant thought than usual so I'll wish you all Seasons Greetings and Happy Riding!

Ken One, ABOF (Herts)

An Invitation to TRF Members

If any TRF member, their families or friends would be interested in riding a motorcycle trial on Private Land here on Exmoor, then provided I have adequate response to cover entrants and enough bodies to act as supervisors/marshalls, male or female, then it would be a pleasure for me to organise such an event in July/August 1994.

The Saturday event will be supported with a Bar B Q with camping pitches ½ a mile away, or excellent bed and breakfast establishments also nearby.

The following day I will lead trail riders through the best of our Exmoor Green Lanes. This promises to be a "fun weekend" for you, the family and friends.

I can be contacted by telephone: 0643 841139 or, drop me a line, Dave Dyer, 2 Stone Close, Wooten Courtenay, Minehead, Somerset.

Wishing you all a very Happy New Year.

Dave Dyer, Somerset

Fixed-gear or Free-wheeling TRF?

I am old enough to remember bicycles that had a device that when you back-pedalled, a brake was operated in the rear wheel.

In the 1940's when I was cycle racing on track and in time trials, the fashion was to use a fixed wheel. Few were able to afford the luxury of "devailleur" gears. With such a fixed wheel, you could get away with having one brake, fitted only to the front wheel!

To slow down, you applied rearward pressure to the pedals. A somewhat ungainly manoeuvre as many older TRF men will recall!

The phrase "back pedal" was used from the rostrum at this year's AGM to describe TRF policy on byway claims. I urge all concerned at getting the Definitive Map brought up to date to forget "back pedalling", i.e. slowing down. Get those Schedule 14 W.C.A. 1981 claims in ASAP. If your local TRF group lacks the will or energy to do it, find a real RoW worker or a Bridleways and Byways Association who will.

I hear Somerset C.C. may establish three more jobs in its RoW section because of burgeoning byway and bridleway claims in its area.

If a cut off date DOES materialize, at least some green roads will be in the pipeline for future generations.

Rather than back pedal (or free wheel?), the TRF should step up a gear or it will be overtaken by others pedalling harder.

Gwyn Thomas, Somerset

P.S. What is the point in bursary funds and training people if no claims are going in?

Continuation on France From '92

SUNDAY - In the car, I went on a Tour of the Vercours. The roads here are quite remarkable and if you are near you should not miss Col de la Machine. Petites Gourds and Grands Gourds. The Centre Prehistorique was also unique with a guy demonstrating how flint tools were made and how they created fire from friction.

(Just think, if Tim had kept going the friction from the mud might have made him burst into flames!)

MONDAY - Today I went to the Cevennes where my French Event was to take place, to find somewhere to stay during the Ride. Eventually I got a bunk in a Gite attached to what turned out to be a most excellent Restaurant.

TUESDAY - In the morning I went off on the bike to take a Video whilst the weather was good and also to check out a few suggested new routes. Two turned out to be good, but the third was getting close to the Parc de Vercours when I was stopped by snow.

WEDNESDAY - Off to Cevennes again, but this time by a route which took me through Privas and Aubenas. Made a little tour by going to Aurac via Villefort. After

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dumping the trailer I went window shopping in Bessages and St. Ambrioux. Excellent meal in the Restaurant in the evening.

THURSDAY - A car trip again. I went to try to see the "Train de Vapeur" at Aduze but when I got there it turned out to be an old Diesel. Made good video though. Changed some money at a Banque de Lyon. (9.71 to the pound!)

FRIDAY - Took the bike this morning to check out a few interesting roads, like a short way to Gagnieres where the Trophy Cevenol is to start. Discovered that my front wheel was wobbling more than was allowed. Got to Gagnieres at 1200 hours as suggested to sign on but was told to return at 1400 hours as the papers had not arrived. Returned to the Cafe then took the bearings out of the front wheel. Horror upon horror when I found that my spares were all 6203 and I needed 6202. With the help of the Cafe Boss, found spares at Moto Vert in St. Ambroix. The papers had still not arrived, another hour please (1630 !!!) So went to the supermarket with Mrs. Cafe Boss and had my eyes opened on how the French shop. Back to Gagnieres where the papers had arrived and I collected my bits and pieces.

SATURDAY - Well I got to Gagnieres at 0800 hours, was given a Road Book, (in French of course) and at 1000 hours we set off. The Book was not hard to understand really and the instructions were in the form of clear sketches for virtually every junction. I ended up in the leading group of bikes, mainly big things, and we reached the midday picnic site at 1045. We finally set off again at 1430. Boring, boring and VERY hot. The riding was nothing to be frightened about - long steep climbs and loose surface descents. We did harder things with Tim and Pierre last week. Finally finished at 1700 hours when I dashed back to Aujac for a shower and change returning in the car to Gagnieres for aperitifs at 1930. I am now getting clued up about French timing. If something starts at 1000 hours and they tell you to be there at 0800 hours then forget it and turn up at 0945. Just say yes to make them happy.

SUNDAY - Arrived at the start some 90 mins late and was immediately set off. That's better - less hanging around! The run this morning was considerably easier than yesterday and after a pleasant few hours I arrived at the lunch stop which was in the field behind my Cafe/Gite. I immediately returned to the Gite and washed and changed, then gave the Cafe Lady a lift to the Picnic site where Mr. Cafe Boss was making Paella for lunch. Turning up with an attractive French Lady on my pillion was an eye-opener for my fellow French riders, so I capped it by taking Mrs. Cafe Boss back to the Cafe and then returning to the Lunch Site with her 18 year old daughter on the pillion, Florence, who was quite a looker!! Casually introduced her as my local friend. Talk about looks of amazement!!

The afternoon run was not really difficult and ended with the idea of a Bivouac on a plateau at about 3000 foot. I thought little of this idea so I returned to my Cafe, showered, returned to the Bivouac Site for dinner and then back down the mountain to the Cafe for the night.

MONDAY - The last day. Reached the Bivouac Site at 0830 hours and was immediately set off. The usual collection of steep climbs and steep descents until the lunch stop at Chamborigard. A very pleasant morning's run. The afternoon however took on

a different character. To lull us into a sense of false security the route was especially easy for the first part then it started to get wet as we crossed and recrossed a river, finally ending at a "BOG HOLE" alongside the river. When I arrived a bike was being ignominiously hauled out of the mire. It seemed that about two thirds of the way through the 18" deep black water there was a step which when the bikes hit it they stopped dead. I prodded around with a stick and then suddenly realised that the edge that I was standing on was about 9" wide, 3" deep and solid. I ventured further and discovered it went right across so without further ado, after the next bike was hauled out, I trial rode across this ledge and was treated to applause and great shouts of approval. Fame at last, backslaps, grins and an interview by the French Press. Superman then pressed on to the next hazard which was a river crossing marked on both sides by staves. Superman shot into the water and suddenly discovered it was about 3ft deep so the bike stopped, I got wet and had to be ignominiously hauled out. Fortunately being an early arrival not many people saw it. The following bikes, not being Supermen, carefully examined the water and crossed higher up where it was only 12" deep. However, got going again and reached the finish without further mishap.

Returned to my Cafe to change, this time with a tie and a jacket and returned to Moliere's for the evening Aperitif, Results and Repas. Imagine my surprise when the Frenchmen started shouting and pointing in my direction... You have won a trophy, yes you. So up onto the Podium where I was handshook and kissed three

times by a large French Lady and a Cup pressed into my hand. I learnt later that I was third in Classification and had been awarded the trophy for "Good Humour" and "Good technique".

Would I do it again? Yes I certainly would and if anyone would like to join me please drop me a line. Mind you, by the time the Editor publishes this it will probably be too late.

Rod Butterworth

Meadowgates, Denford Rd., Longsdon, Stoke-on-Trent, Staffs.

STOP PRESS RIDGWAY Common Sense wins! More to follow.



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