

GROUPS

BLACK COUNTRY

John Chilton, Tel: 01902 659009
1 & 3 Thursdays, 8.30pm, The Mitre, Church Road, Bradmore, Wolverhampton

BRISTOL

David Clegg, Tel: 01275 844569
2nd Monday, Warmley Community Centre, Deanery Road, (A420), Kingswood.

CAMBRIDGE

Richard Palmer, Tel: 01353 88344
1st Thursday, Golden Ball, Boxworth.

CHESHIRE

John Johnson, Tel: 0161 427 6963
2 & 4 Monday, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport.

CORNWALL

Sally A. Madgwick, Tel: 01208 74411
Ring Secretary for details.

CUMBRIA

Roger Harris, Tel: 01539 725198
2nd Wednesday, Duke of Cumberland, Kendal.

DERBYSHIRE & SOUTH YORKSHIRE

Kevin Marsh, Tel: 01246 237910
2 & 4 Tues., Enfield Arms, Broughton Lane, Altercliffe, Sheffield

DEVON

Richard Arscott, Tel: 01803 612950
2nd Tuesday, The Welcome Stranger, Bickington, Nr. Newton Abbott.

DORSET

Tony Summers, Tel: 01202 894419
1st Tuesday, Greyhound Inn, Winterbourne Kingston, (Nr. Bere Regis)

EAST MIDLANDS

Graham Chinnery, Tel: 01332 863453
2nd Wed., The Chequers Inn, Main St., Breaston, South Derbyshire, J25 on M1.

EAST SCOTLAND

Les Mollison, Tel: 01382 738530
2nd Wed., Glencarse Hotel, A85, Perth to Dundee Rd.

EAST YORKS

Dave Barratt, Tel: 01977 794143
2nd Wednesday, Kellingley Social Centre, Knottingley

ESSEX

Mark Kinard, Tel: 01279 777620
4th Tuesday, Green Man Pub, on A120, Takley.

GLOUCESTER

Charlie Morriss, Tel: 01453 885323
1st Tuesday, Painswick Institute, Painswick, Glos.

HERTFORDSHIRE

Colin Adlam, Tel: 0181 445 5203
1st Wed., Coach & Horses, Newgate Street, Nr. Cuffly

ISLE OF WIGHT

Mick Holbrook, Tel: 01983 866361
Last Thur, Liberal Club, Landguard Rd, Shanklin, I.O.W.

KENT

Jeff Hayward, Tel: 01322 863521
2nd Tuesday, Pied Bull, Farningham, Nr. Brands Hatch

LANCASHIRE

Keith Westley, Tel: 01704 893215
1st Tuesday, Hindshead Pub on A49, Charnock Richard

LINCOLNSHIRE

Alan Wilkinson, Tel: 01529 60793
4th Thur, The Queens Head, Kirkby-la-Thorpe, Sleaford

LODDON VALE

Bernard Green, Tel: 01344 50289
2nd Thurs., Inn in the Park, Woodley Centre, E. Reading.

NORTH MIDLANDS

Simon Lowe, Tel: 01298 24388
1st Tuesday, Stafford Arms, Bagnall & 3rd Tuesday, Cheshire Cheese, Buxton

NORTHUMBERLAND

Mark Snoddy, Tel: 0191 386 0749
1st Tuesday, The Beamish Mary, No Place, Co. Durham

NORTH WALES

John Mills, Tel: 01477 554425
1st Wednesday, Hope & Anchor, Ewloe Place, Buckley

RIBBLE VALLEY

Anthony Dinsdale, Tel: 01200 28507
2nd Tuesday, Pendle Hotel, Chatburn, Clitheroe (off A59)

SHROPSHIRE

Mr. C. Ball, Tel: 01952 598092
2nd & last Wed., Coumd Lodge Hotel, Shrewsbury Road, Shrewsbury

SOMERSET

Peter Banks, Tel: 01749 860396
Last Thursday, The Canal Inn, Wrantage

SOUTHERN

Euan Harrison, Tel: 01962 733781
3rd Wed., The Ship Inn, Owlesbury, Nr. Winchester

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Bob Balderson, Tel: 01604 494947
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SOUTH WALES

Stuart Dodwell, Tel: 01446 710851
1st Thursday, Welsh Institute of Sport, Cardiff, 8p.m.

SUFFOLK

John Green, Tel: 01473 730493
Last Wed., Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

SWINDON

Pete Owen, Tel: 01793 750557
1st Wed, Jacobs Ladder, Stratton St. Margaret, Swindon

SUSSEX

Bevis Billingham, Tel: 01243 585128
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TEESIDE & NORTH YORKS

Leo Crone, Tel: 01325 380117
1st & 3rd Wednesday, Blacksmiths Arms, Swainby

THAMES VALLEY

Don Hoaglin, Tel: 01474 813977
3rd Mon, District Arms, Woodthorpe Road, Ashford, Middlesex

WEST ANGLIA

David Knight, Tel: 01933 313816
1 & 3 Thurs, Scott Bader Clubhouse, Opp. Parish Church, Woolaston, Wellingborough

WEST MIDLANDS

Dennis Hayter, Tel: 01527 25550
1 & 3 Tuesday, Wilmcote Mens Club, Stratford on Avon

WEST SOMERSET

David Dyer, Tel: 01643 841139
2nd Wednesday, Anchor Inn, Exbridge

WEST YORKSHIRE

Gordon Carr, Tel: 01535 644568
1 & 3 Thur, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford

WILTSHIRE

Bill Riley, Tel/Fax: 01225 863811
1st Tuesday, The Toll Gate, Holt, Trowbridge

WYVERN

Steve Pighills, Tel: 01902 672479
Every Thursday, 10pm, Potter's Rose & Crown, Colley Lane, Halesowen

Lancs.

Tel: 01254 883208



TRAIL

FEBRUARY, 1995

No. 198

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

EDITOR: Mike "Nettlebed" Pedley.



Is this the end of our Editor? See next month's issue to find out.

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All contributions to the Editor Please keep it short and sweet!
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HONDA XR250 White, "H" reg, March '91, rear disc model, tank cover, taxed and tested. £1450. Tel: 01655 697336, Malton, North Yorks.

DT250 "W" reg, very low mileage, 300 miles since engine rebuild, excellent condition. T & T. £600 o.v.n.o. Tel: Neil 01793 782004, Swindon.

KAWASAKI KMX200 Low mileage, spare wheel and tyres. £850. Tel: 07683 61549, Cumbria.

WANTED Front and rear wheels, and carb rubbers, w/shop manual, for XT350. FOR SALE DT175MX front wheel, g/box, seat (new), MAG clutch cover. Tel: Northants 01604 701209 W/ends best.

WANTED DR350's tank. Plastic preferable. Tel: Jim 01229 834372.

SUZUKI SP/DR Workshop manual. £10. Tel: 01200 445657.

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EDITOR

A couple of issues ago I touched on the cataloguing of lanes. There was much talk in the past about a computerised system but this never quite got off the ground for various reasons.

I don't think that anyone would doubt the wisdom of building up a national database of vehicular rights of way, computerised or not but perhaps even more important is 'user evidence'.

At Public Enquiries this user evidence is crucial. The TRF membership rides around with a great database of such user evidence but unfortunately it's in our heads rather than on paper!

Recording this user evidence is something I've heard talked about on club nights ever since I joined the TRF but, I am ashamed to admit that I have never recorded any despite taking part in hundreds of 'runs' and leading a good few over the years.

Elsewhere in this issue there is a bit about a 'National System of Cataloguing' and a simple sample 'User Evidence' recording form kindly sent in by West Yorkshire Group's RoW Officer, Sam Watt.

You may already collect user evidence on your own form - great, we don't want you to change, please carry on but if you don't then Sam's form would be a good starting point, though personally I would prefer a proper OS map reference to a TRF reference number which might not be readily accepted by a Public Inquiry Inspector. The TRF logo gives some credence to the form and hopefully in time the format would come to be recognised and accepted by Public Enquiry inspectors. I cannot stress too highly the need for

this process to be started by all Groups without delay for without doubt we face more and more downgradings, TRO's, etc. as pressure increases for maximum use of our countryside.

At this very moment all Local Authorities are being asked to look at their RUPP's (road used as public path - a term not strictly legal now in RoW speak) and decide how to reclassify them, i.e. as Byway, Bridleway or Footpath. It doesn't take much imagination to envisage how this exercise will turn out. The Council RoW man looks at your favourite lane and thinks 'Not suitable for motor vehicles but wide enough for a horse so it's a Bridleway'. This is when you bring out the user evidence!!!! You may not be on the 'committee' in your particular Group but please, if you care about the future of Trail Riding, at your next meeting, if you aren't collecting user evidence, ask why not.

NETTLEBED

P.S. Gary Ollerenshaw stop messin' about and get that old XT up to Ribbles Valley Group or else!

MAGAZINE ADVERTISING

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TRF OFFICERS

- CHAIRMAN** Richard Marshall, 1 Burlington Close, Breaston, Derby DE7 3UB
Tel: 01332 873416
- DEPUTY CHAIRMAN** Brian Wright, 3 Kensington Terrace, Sanderstead Road, South Croydon, Surrey, CR2 0PJ. Tel: 01679 63373 (Sun-Tue), 0181 686 3458 (Wed-Sat)
- PUBLIC REL. OFFICER** Mark Holland, Corn Farm, Devauden, Chepstow, Gwent NP6 6NS
Tel: 01291 650240 (weekends only)
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- EDITOR** Mike Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe, Lancs. BB7 4JF
Tel: 01200 445657

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

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TRF - THE PURPOSE

I have just spent the last 2 1/2 hours writing an article in response to the Editorial in the January 1995 Bulletin and Brian Thompsons letter in the same issue. I wish to share with you my own personal view of the purpose, structure and development of the TRF, a view I would add which is not necessarily that of the Executive or any other TRF member. If you disagree with my viewpoint let the Editor know or better still attend the Executive Committee Meeting in February.

1. PURPOSE

The TRF is a motorcycle club whose members wish to ride legal motorcycles on legal carriageways. Members may wish to attend a local club to broaden their knowledge of the "green lane network" on a local or even National basis. They are also able to ride with and meet socially other motorcyclists sharing their interest or 'hobby'.

The reason for my stating the obvious is to emphasise that the TRF's aim is basically to be able to ride green lanes unhindered. If there were no threats the TRF could happily exist as the basically 'social' organisation I have described.

It is because there are real threats that the TRF has a second more important purpose, that of a political pressure group aiming to protect the network of lanes from closure, destruction, overuse, illegal use, etc. This is not to serve our own

self interest but to retain that link with history and to allow others in the future to also be able to enjoy the Countryside.

What made the point more clearly than the excellent photographs and article sent in by Tim Fisher.

2. STRUCTURE

The TRF is made up of '40 odd' local groups and a National Executive. The organisation is held together with the minimum of rules. Each local club for example organises its own meetings, runs and Rights of Way effort. At a local level where there are members whose interest extends beyond riding to Rights of Way work they are more or less given a free hand to pursue research and liaison with other user groups. A second key area at local level is also Public Relations. Members are free to marshall local horse events as part of the PR initiative.

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The National Executive acts as a link for the local clubs through its quarterly meetings, the publication of the monthly bulletin and the individual efforts of the Executive Committee members. Part of the important liaison work is also undertaken by non-executive members.

At both the local and national level the limiting factor is usually the amount of time available.

The TRF at both levels seeks to be part of the consultative (or in loose terms legislative) process by liaison with Local Authorities, the Countryside Commission, the CLA, NFU, B & BT, LARA, BMF, etc.

3. DEVELOPMENT

To sum up, as a member of the TRF you are a member of a National Motorcycle Club whose interest is in riding a legal motorcycle on legal carriageways. You receive 12 bulletins a year and if any 'problems' of access arise you are able to turn to either your local RoW Officer for assistance or if he needs help, advice or guidance you can pass the matter to the National RoW Officer ... er, well you could but we no longer have one.

The TRF have been lucky in the past in either having a RoW Officer who was prepared to put in 40+ hours a week in addition to his normal job or one who had redundancy forced on him and was prepared to give up his working week on our behalf.

Our luck has run out and we need to restructure our organisation to compensate. If we do not retain the initiative in the RoW field we may as well look for another spare time 'hobby'.

My view of the TRF membership as a whole is as follows:

Executive and others directly involved on National level	15
Active members in local groups involved in RoW	150
Active members in local groups involved in other activities for the TRF	300
Those who ride, read the bulletin and are not at present involved in the TRF beyond that	1200

I would estimate we lose 600 of that 1200 each year who are replaced in turn by 'new' members. In my view we are not doing enough at a local level to stimulate the interest of the newer members. There is too big a 'step' between the local members and the executive. In my view we all have skills that the TRF needs but we need to diversify our objectives.

I would not criticise anyone who wants to join the TRF to ride and meet other Trail Riders. All I would ask is that you volunteer to marshall at least one horse event a year.

One of the big problems in the TRF is that often it appears that there are no vacancies in the local RoW 'scene' or the whole business is too complex for you to easily master in your available spare time. There being no National RoW Officer has changed that. We need to regionalise and draw in more people from the 1200 who at the moment only ride.

Each region needs to decide what form its RoW initiative is to take. This will obviously be best decided by the region itself. The only input by the National Executive should be agreeing the plan in principle and providing finance, possibly through the Bursary. The Executive should oversee the progress in each region and provide training if need be.

CONCLUSION

In my view the TRF has been able to allow its RoW Officer to undertake a full time job without any remuneration. The way forward is not to appoint anyone to the post of RoW Officer and expect him or her to devote as much time and effort as Brian Thompson and Tim Stevens did. The RoW Officer should be a co-ordinator and the bulk of the work done, directed and controlled at a regional level. We must all learn to stop relying on someone else and do something other than ride - even if it is £20 a year to the "General Fund" to finance other's efforts.

Tim Ley, National Treasurer

BMF NEWS

BMF FIGHT LAKE DISTRICT BAN

The BMF is campaigning against a proposal by Cumbria County Council to close certain roads in the Lake District National Park to all traffic.

The roads, one tarmaced and the others forming a network of part surfaced, part unsurfaced roads through the Ambleside area, are all easily ridden by road bikes. Geoff Wilson, the BMF's Director of Touring is leading the campaign and is calling for motorcycles to be treated separately from other vehicles on the basis that bikes demand minimum space, are not intrusive on the landscape and form a very small percentage of all traffic.

Accepting that a degree of regulation is necessary, the BMF has suggested that such roads could be classed as Heritage Byways with date, day or time restrictions placed on them in preference to total closure. The BMF also point out that these roads are often crowded due to walkers and that a separate path or cycle way should be considered as an alternative.

Said Geoff: "These roads are our ancient heritage. They cannot be protected by taking their purpose away. Less than 5% of such roads are left and they should not be allowed to fall into disuse".

Issued by: Jeff Stone, Press and Public Relations Manager, 0121 709 1040

TOPSY TURVY MORNING

The West Yorkshire Group in association with "Fly Laithe Riding Stables" will be having a TOPSY-TURVY morning at the above riding stables on Sunday March 26th between 10am and 12 noon. Motorcyclists will have the chance to ride a horse (under close supervision) and horse riders will be invited to have a go at riding a trail bike (instructed by a TRF member) on a private field. A donation of a fiver will be required from people wishing to take part. All proceeds will go to the Bradford Riding for the Disabled Association. All TRF members are invited, parking of cars at the stables is limited so please come along on your bike if possible.

Details of how to find the stables may be had from Gordon Thackray, Tel: 01943 816429.

PROPOSED NATIONAL SYSTEM OF CATALOGUING

At the National Executive Meeting on 26th November 1994 it was agreed to implement a unified system of cataloguing the lanes we use. The main purpose of which was to enable all members to always complete user evidence forms, with little difficulty, following every ride.

The system is based on the 1:50,000 series of O.S. maps. A controller is appointed for each sheet, in the main these will be RoW officers, but that is not essential. In practice each controller will be responsible for a number of sheets. It is the controller's job to produce a master map for each sheet, showing the lanes used and most important giving each a number, commencing at 1, which we will call the TRF Reference Number. When this is completed the individual groups and members copy this on to their own maps together with the number. When referring to a National Reference Number it will be stated as the sheet number/the lane number and so avoid confusion with similar numbers on other sheets. As new lanes are found the controller for the particular sheet will be the only person to issue new numbers, this avoids new numbers being added by all and sundry and making a nonsense of the

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system. From time to time the controller will advise the Groups of new numbers and also those which have to be deleted, eg: in the case of a new TRO. Having got to that stage it is a very simple matter for anybody to produce user evidence forms. There is not the laborious task of grid reference numbers, lane names or road numbers. In practice what happens is that a user evidence form is produced for each sheet used on a particular run. The date, sheet number and the riders names are filled in. Then it is a very simple matter for the run leader to fill in the TRF lane Reference Numbers which were ridden and the job is done. It is filed away against the need to produce credible evidence of use at a later date.

For the controllers there are few practical problems. The main one is what happens when two sheets overlap. In these cases the lower number takes precedence. A good example of this is sheet 94 which overlaps both 100 and 101. In this case the 94 sheet lanes which overlap should be marked on the 100 sheet as 94/???. The same would apply on the 101 sheet. Also in this case if different controllers were involved it would be essential for them to co-operate.

Of course it is essential for a record sheet to be kept to relate to each number, which can be kept in any form from a simple card index system to a sophisticated computer system.

The Executive consider that on each of these record sheets the following information is essential;

- The TRF Reference Number (including the sheet prefix)**
- National Grid References to include the prefix letters (ie: 100km squares)**
- County**
- Definitive Map Status and/or Road Number**
- Council RoW Number if used**
- Historical & documentary evidence**
- User evidence**
- Length**

In addition they consider that the following is desirable;

- Lane Name(s)
- Parish
- Sheet numbers of other scale maps
- Description
- Surveys
- Signposts (official and illegal)
- TRF status
- Other information particularly applicable to your area

This system has been used by West Yorks Group with increasing success for three years and copies of Record and User Evidence Forms follow.

Comments to the Sec. in time for the exec. meeting 25/2/95

T. R. F. LANE NUMBER ... / ...

1:50,000 LANDRANGER SHEET NO.	SHEET NAME
-------------------------------------	---------------

1: 25,000 SHEET NOS.	1:10,000 / 10,560 SHEET NOS.
-------------------------	---------------------------------

LANE NAME / S

GRID REF. from to

COUNTY DISTRICT

PARISH

DEFINITIVE MAP Lane continues as No. on Sheet ...

	DOCUMENT AT	REF.
1910 Finance Act		
Inclosure Award		
Tithe Maps		
1st Edition O S		
Pre 1835 maps by:		
Highway maintenance records		
Highway closure		
Railway Maps		
Parish Records		
USER EVIDENCE		

NOTES



**TRAIL RIDERS
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WEST YORKSHIRE GROUP**

PUBLIC WAY USAGE FORM

Patron: Lord Strathcarron

The following green lanes, which are to the best of our knowledge, public highways, were ridden for recreational purposes only on ... / ... / ...

LANDRANGER 1:50,000 SHEET NUMBER
(please use a separate form for each sheet)

Names of motor cycle riders:

T.R.F. reference numbers of lanes ridden

REMARKS:

Form completed by:

EXTRACTS FROM LARA NEWS

YORKSHIRE DALES - THE FIRST BYWAY?

As we go to press, news arrives that the Yorkshire Dales National Park, so long a desert in terms of 'definitive' vehicular routes, is about to have its very first Byway. Mastiles Lane has a long history of long distance transport, but an objector believed that all of this over 2000 years had gone only on horseback. He suggested that, somehow, around 100 more recent vehicle users didn't count either. We await the Inspector's report with interest.

We also await the reaction of the National Park Authority, who promoted this order. They recently acquired powers to control Byway traffic. A coincidence, of course.

Thanks to all who attended the enquiry and especially Tim Stevens for all the work put in on our behalf.

BATTLEFIELDS - ANOTHER STUMBLING BLOCK?

Remember the fuss about building the A14 through Naseby, site of a Civil War battle? English Heritage have in hand a national register of battlefields, and a new PPG 15 adds these sites to the list of 'material considerations' for planning applications. Look out motor sport. Let us hope they do not start to list wartime airfields. Fortunately for our sporting colleagues in Flanders, Picardy, and Normandy, the influence of English Heritage outside this country is limited.

GOOD NEWS AT LAST - FROM WALES

Fears for a TRO on all vehicles on the Gap Road south of Brecon have taken a small turn for the better. Latest news is that the decision has been deferred until a meeting with user groups has been held.

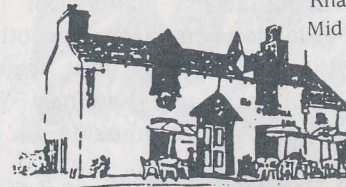
THE LAKELAND SOLUTION

Traffic Management Initiative is the name of the latest scheme to deprive recreational motorists of resources in Cumbria. Another description is Road Bans.

This 'initiative' includes a plan to ban vehicles from a number of lanes at Tilberthwaite, north of Coniston. This would deprive trail riders of a useful group of unsurfaced roads, all of them

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easy and none of them likely to suffer from use in severe weather. Ideal, in fact, for showing a novice how to cope with loose surfaces, and as an alternative resource whenever high passes are snowed up.

Another TRO is proposed on a tarmac road which bypasses Ambleside, because people are using it as a bypass. A novel way to relieve congestion (caused by walkers' cars), by closing an alternative route (to make it nicer for walkers). Perhaps they hope that all motorists, in frustration, will resolve only to come back on foot. From Manchester.

LARA members are particularly concerned about three aspects of these proposals for bans:

- i. That scant regard has been paid in these cases to DoE advice. Talk to the users, says circular 2/93. Try co-operative management, it says; consultation, not confrontation.
- ii. That at the same time, but elsewhere in the Lake District, LARA members were talking with Rangers and other officials about volunteer working parties on some lanes, and voluntary restraint on others, on the basis of this DoE advice, and relying on other routes remaining open.
- iii. Local research shows that new-age travellers have been a problem locally, and yet not a word about this appears in the ban-vehicles proposals. Why not?

When a District council gets it wrong, there may be some reason to make allowances for neglecting DoE advice. After all, Districts do not do this sort of thing every day. But in Cumbria, the proponents of the 'initiative' are all in the business full time. They even publish leaflets about access matters for the benefit of landowners, users, and other less well informed people. They are the Highway Authority, the National Park, and the Countryside Commission.

NORTH YORKSHIRE TROS

Mention was made in LARA News 11 that confusion exists in the north about the term 'Public Rights of Way'. More evidence is now to hand. Road bans already in place on Pockstones Moor and proposed at Fangdale Beck have been advertised before users were consulted. And what about the advice in circular 2/93? Well, NYCC have an answer to that. The DoE document is entitled 'Public Rights of Way' so of course it does not

apply to unclassified roads. Quite what UCRs are, if they are not public rights of way, we are not sure. Perhaps they have been talking to their counterparts in Bucks, but if they take the line that no rights exist here it would surely be a waste of public money to ban traffic?

STRANGE PENNINE BRIDLEWAY RUMOURS

One does hear some extraordinary claims out in the wilds of the English countryside. Sometimes they are so unbelievable that we can only be glad that the age of mystery is not yet quite over. A recent invention comes from a rider who was exploring a definitive footpath along the route of the not-yet-finished Pennine Bridleway, where it joined an unsurfaced unclassified road well beloved of trail riders and carriage drivers alike. The farmer said:

"Oh yes, this section is going to be a bridleway, I am sure about that. The woman who sorted it all out said that if I agreed to this upgrading she would ensure that the route from here on would not be made into a Byway"

It is some time since we heard of anyone claiming supernatural powers, and here a Countryside Commission officer has clearly been misunderstood. She has, hasn't she?

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EXTRACTS FROM FEM NEWS

GERMAN AND DUTCH GOVERNMENTS PLOT STRICTER ANTI-TAMPERING MEASURES

The Dutch and German governments are rumoured to be secretly scheming to force through even stricter anti-tampering measures than those contained in the current multi-directive. They are likely to hijack the proposal when it returns to the Council of Ministers for a Common Position to be set, likely in a Spring meeting closed to the public. FEM is investigating. Furthermore the French Presidency's wish to finalise the multi-directive before the end of June and its interest in preserving anti-tampering (which it originally proposed) means that motorcyclists and industry have a battle on their hands.

FEM's Secretary Simon Milward comments, "The likely Parliamentary position on anti-tampering means that Governments are on a collision course with democracy. Let's hope our elected representatives in the Parliament again use their new Maastricht powers to defeat this secrecy and autocracy".

US MOTORCYCLISTS' ORGANISATIONS WORK ON COMMON GOALS

A San Francisco lawyer, working for the famous AIM programme, has filed a multi-million dollar class action claim on behalf of 2000 riders who were harrassed by police at a charity event. The \$100,000,000 claim in damages was filed against State and local authorities and law enforcement agencies because of discriminatory checkpoints near the site of the event last June.

HELP FOR OUR P.R. MAN

I would be pleased to hear of your worries and concerns about trail riding - either directly or through the TRAIL.

If our problems are ever to be alleviated they must be understood by those in a position to help. Our rights and the duties of Councils count for nothing where there are alternatives. In the absence of information from ourselves, Councils are bound to be guided by what they hear from others and what they read in national and local newspapers.

In addition to listing problems we must suggest solutions, priorities and action plans. In this country there are already far too many policies and too little action.

We need to get back to basics. Action plans would be geared mainly for implementation by County Councils, but would also be discussed with all those who make policies on vehicular RoW.

Mark F. Holland, Public Relations Officer

TIP

COLD STARTING FOUR STROKES

I picked this tip up from an American 'Dirt Bike' magazine some time ago and it has saved me a lot of 'kicking'!

When starting four stokes from COLD turn on petrol, close choke and throttle and blow hard down breather pipe which usually comes from top of petrol cap. One good blow is usually enough to pressurise fuel tank unless very low in fuel. Release pipe from mouth and allow surplus air in tank to 'hiss away'.

My Honda usually starts afterwards on first or second kick. Open choke gradually as engine warms up.

Dick Smith, Gloucester

CAN WE FORM AN OXFORDSHIRE GROUP?

On Saturday, 11th March the TRF display boards will be given an airing at TW Motorcycles of Kidlington, Oxford. TRF members will be on hand to give information about local rides and membership. In addition, it is hoped that enough interest can be raised to form an Oxfordshire Group.

This Open Day at TW Motorcycles is to officially open their new showroom and workshops. They are Suzuki, Ducati and Cagiva dealers and have on display a very comprehensive range of new and previously owned motorcycles including the DR350 from Suzuki and the W12, W16 and Elephant from Cagiva.

Jon Pilling, Oxfordshire

GROUP NEWS

HERTFORDSHIRE GROUP

The AGM was held on Wednesday February 1st 1995 with the following officers being voted in:

Group Chairman & Treasurer Tony McCusker

Group Rep Colin Adlam, 59 Naylor Rd.,
Whetstone, London N20 OHE

Social Secretary & Runs Co-ordinator Geoffrey Peters,
Tel: 01923 243711

Rights of Way Co-ordinator Justin Callaby, 17A Mill Green Road,
Welwyn Garden City, Herts. AL5 3UX
Tel: 01707 320906

Rights of Way Assistant & Treasurer Alan Vincent, 3 The Byeway,
Rickmansworth, Herts. WD3 1JW
Tel: 01923 775263

IMPORTANT NOTICE

Due to adverse criticism, Dave Barratt has had to move. His new address is secret - but for his friends here it is anyway!

23 Ackton Hall Crescent, Ackton, Nr. Pontefract
Telephone: 01977 794143

RoW NEWS

Hertfordshire County Council are proposing the following TROs in N.E. Hertfordshire.

Clothall BOAT 12 and 39 RUPP21

Ardley BOAT 10 and 24, Cotteder BOAT 34, 20 and Spur to Great Munden BOAT 28 and 59

Great Munden BOAT 13, 14, 27 and 46

Little Munden 20

The reasons given are:

- (a) avoiding danger
- (b) preventing damage
- (e) preserving the character of the road where this is especially suitable for persons on horseback or on foot.

If you live in the county and have not objected to these proposals please write now to Mrs. Aline Odell HCC County Hall, Ref: AO/PP.

Alan Vincent

MINISTER MEETING
RAISES MOTORCYCLING'S
PROFILE

The Department of Transport's 'Government Policy on Motorcycles' paper formed the basis of a wide ranging discussion between BMF representatives and Steven Norris MP, Minister for Local Transport and Road Safety and his DoT officials from Vehicle Standards and the

Driver and Vehicle Licensing Agency (DVLA).

Matters discussed covered:

VED "TAX ON POSSESSION"

- the DoT said that there is no intention of introducing a tax on possession and will be issuing a consultation paper in due course.

EU LEGISLATION

- the government were asked to support the review of the 100bhp proposals and try to persuade other governments not to introduce interim national limits. They were also asked to support the BMF's opposition to anti-tampering and new noise limits.

LICENSING

- the removal of the trailer towing category from motorcycle licences had been arbitrarily instigated and without a change in the law. The BMF drew an analogy to the effect of removing a car drivers right to tow a caravan or trailer. The Minister said he would look into it.

Extract from BMF News, Oct. '94



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on Sunday 16th APRIL 1995

The 1994 CAMBRIAN RALLY was the first motorcycle event of its type to be held in the U.K. The event caters for motorcycles which have off-road capability and in 1994 the entry included a wide range of different types and different sizes of motorcycles ranging from BMW RGS1000 to Husavarna 125, from KTM 620 EGS to Honda MTX125, from Honda Africa Twin to Moto Marini 341, from Cagiva 900 to Armstrong 500, and many of the motorcycles entered were ridden to and from the event.

The CAMBRIAN RALLY is run loosely along the lines of a car rally with non-competitive "Liaison" sections linking timed "Special Stages". The course will start and finish in the small Mid-Wales market town of Llandovery and will run through approximately 120 miles of magnificent scenery and exhilarating roads and gravel tracks. There will be no "silly" sections and the whole course will be rideable using Trail tyres on even the largest motorcycle.

The event is open to motorcycles which are manufacturers listed TRAIL bikes, however this year (1995) a separate class will cater for road legal 4 stroke motorcycles which are not manufacturers listed trail bikes. The eligibility of different motorcycles and the tyres they use will be very strictly scrutinised. No form of competition licence is required to enter the event.

This event is an ideal introduction to the pleasures and fun of off-road motorcycling, it is ideally suited to the rider who has a motorcycle which is capable of being taken off-road but is unsure of where to go and how to get there. The CAMBRIAN RALLY was a great success in 1994, everyone involved, including spectators, organisers and riders, had a fantastic day and it will be even better in 1995.

If you want more information about the CAMBRIAN RALLY please ring BOB JEFFRIES on 0633 874610 or for an entry form please send an S.A.E. to the entries secretary:

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LETTERS

TRF SUBSCRIPTION TO RISE TO £75?

Firstly, let me congratulate you on the first edition of TRAIL for 1995 (issue no. 197). You keep saying you want feedback - well I think this is the best issue of TRAIL yet. Good articles; a lively collection of letters; everything interesting, informative and well put together. Excellent stuff!

May I pass comment on some items in this issue. Reference your comments in the editorial about paying for a RoW Officer. I couldn't agree more with you on this point. Up till now we have enjoyed the benefits of the hard work of that most "professional of amateurs", Tim Stevens. If no-one steps forwards to take his place on a voluntary basis then it is IMPERATIVE we get someone by paying for them. As it is virtually impossible to find someone with the necessary ability AND the "spare" time needed for this job, I feel a full time salaried position MUST be created.

I've been a motorcyclist since 1967 and I remember the "Blitzkrieg" way that governments forced through the helmet law and then the sixteen moped law. We weren't organised in those days so it was easy for the powers that be to get their way. Since then, organisations like the BMF and MAG (and FEM for that matter) have fought - successfully - against compulsory Day-glo clothing, leg protectors and the 100BHP limit.

They won because they were ORGANISED, WELL FUNDED and had FULL TIME PAID officers working for them. Fighting "City Hall" can be done but it takes time and money!

We have got to get organised and get some financial muscle behind us. However, whenever I suggest raising subscriptions to pay for our future, I'm always shouted down. I bring up the subject on our "club night" and the people who always shout me down are the ones on the way back from the bar with their fifth pint!

How about giving some of that beer money to fight for the future of trail riding?

What I propose is this:

TRF subscription raised to £75 per annum. This could be paid by standing orders on a quarterly basis as it will be

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When thinking of visiting Somerset or Exmoor, try us for your accommodation requirements. We are experienced in hosting TRF members and can offer comfortable accommodation for up to 22 riders. Wholesome food in substantial proportions and secure parking for your bikes in our own courtyard, which is locked through the night.

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too much to pay at one go for most people (it certainly would be for me). £75 per annum is £1.44 per week - or ONE PINT! If we retain 1500 members (some will drop out; preferring to drink the money) then the annual income will be £112,500.

From this deduct £30,000 for the salary, expenses, car costs, pension, etc. of a full time RoW officer and allow £32,500 for pro-Trail riding advertising, establishing links with pro-motorcycle MPs and general admin. costs involved in "the fight". Don't forget, MPs can be legitimately paid to ask questions for concerned constituents.

This leaves £50,000 to be invested for legal fees. By the end of the year 2000 - if we have increased fees from 1996 - then we will have established a legal fighting fund, that, properly invested, should top £300,000. This would enable us to take on any fight from the CoCo, NUF, CLA or even some EuroPrat like Martin Bangemann. Perhaps any potential enemy, seeing the resources at our disposal, would be discouraged from such a fight because of the possibility of losing and having to pay our expenses.

We WILL have to fight one day, make no mistake about it. When the enemy read TRAIL magazine they probably see us as a very vulnerable easily defeated minority more concerned with the enduro bike versus trail bike question than anything else. We MUST get organised and financially sound - I want my great grandchildren to be able to trail ride too!

On a lighter note - reference Bob McConnell's letter in TRAIL 197 about "TLG" (AKA my own Ribble Valley Group). I can reveal I was "the young man on a KMX125" they reluctantly helped that cold March day. Actually, it was a KDX125 (which was rubbish as a trail bike and has long since gone) but thanks for describing me as "young". No doubt my handsome face and serene good looks (*Ed. - he was wearing a full face helmet and a black visor!*) belie the fact I am 44 next birthday and was probably the oldest rider there that day! Thanks Bob!

Finally John R. Higgin (page 16) wants a photocopy of the BIKE magazine article I reported on in issue 194. No problem, I will get a copy to you ASAP.

Paul Atherton, Ribble Valley Group

HELP!

In September mag page 7, it was stated "Christopher Taylor's excellent book 'Roads and Tracks of Britain' is republished in paperback by Orion. My bookseller cannot find this. Can the person who supplied this information offer more?"

KMX200: We all know the throttle has a habit of sticking open but is there a cure?

It only happens in wet weather or after crossing water and the slide will have water on it if removed. Induction pressure seems to cause the slide to stick against the side of the carb and it will only drop if the engine is stopped. Where does this water get in from? Surely someone must have a solution that does not involve a spring so stiff it needs Rambo to hold the throttle open. My previous KDX200 never had a stuck power valve in 12 months, the replacement after it was stolen needs them cleaning

regularly, why? I notice NGK say unleaded fuel allows more carbon build up, could this be it, has anyone any ideas?

KDX125 18" rear wheels fit but you must use a low profile tyre or it will foul the swing arm.

Both types of rear shock absorber are rebuildable. Mine was done by Readspeak of Featherstone (Tel: 01977 793202) for about £60 and has been excellent.

See you on the trail, Dave Loney, West Yorkshire

REGIONALISATION? NO THANKS

Myself and the majority of the Black Country TRF group cannot see how "Regionalisation" will benefit the TRF. The older and wiser members have seen it all before (1988?), sit down and shut up, it will all fade away, hopefully without damaging the structure of the TRF.

But I feel strongly against it, particularly the way regionalisation is being forced upon us.

How has it been organised? Not at executive meetings, and I go to most all of them.

Regions were discussed at the executive meeting on 26th November '94 (not for the first time). Several groups were strongly against regionalisation. I approached 4 out of the 5 groups in our proposed Western region none of them were interested.

The organisers for some regions were not selected, mentioned or even discussed. Yet Trail 196 (Dec '94) contains a full list of regions, groups and their organisers.

From the editorial of Trail 197 (Jan '95) it appears that regions are up and running. We are urged to send our regional reps to the next executive meeting. Who are they? What are their roles? And where did they come from? Group reps are still entitled to attend executive meetings until the constitution is altered at an AGM.

Since its creation nearly 2 years ago the group has had very little contact with the surrounding TRF groups, and nothing at all from the 'Western Region'. I would welcome greater communication between groups. But not in this form.

I know that Wyvern, Black Country and Shropshire groups have many trail riders

but few members able to take on the group officers posts. Some members are forced to take on two or more posts just to keep the group alive. Regional meetings would obviously create another tier of officers and additional responsibilities. I imagine that regional meetings would be held before and after each executive meeting, so that the information filtering down to the groups would be current though secondhand. Many group officers would be unable to take on this extra burden, threatening the existence of their group.

I don't believe that regionalisation will benefit the executive meetings either. Should 5 regional reps and 7 national TRF officers control the rights and express the views of all the members - are we heading for a form of dictatorship?

Sounds ridiculous but recently one of the committee members had his nose put out of joint by the BMF so attempts to get TRF members to boycott the BMF rally. Fortunately enough members were present for common sense to prevail.

If the main reason for regionalisation is to overcome the loss of our National RoW Officer, then I feel the price will be too high for the smaller groups.

I expect that the majority of TRF members will continue trail riding and quietly wait for the regions to fade away. But I shall not be renewing my TRF membership and have reluctantly parted with the Black Country TRF group.

John Chilton, Black Country

THE NEW OXFORD GROUP

I'm a TRF member resident in Oxford and not as active as I would like to be owing to shift work and remoteness. (Riding a trail bike home, cold, wet and tired from an obscure location two counties away makes a Sunday lie-in look extra attractive!) You've guessed it, I want to see that much rumoured Oxford Group formed. I can offer my house for meetings of an embryonic group and know of a couple of attractive and accomodating pubs for when we've got the ball rolling. My thinking is, if we can get a monthly meeting and a monthly ride going the rest will follow.

So, if you're interested please get in touch. If you already have such an initiative under way, abject apologies for stepping on your toes. Please forgive me and get in touch. I'm really keen to see this rumour become reality.

Harry Stoopman, 35 Lambourn Road, Oxford OX4 4SB, Tel: 01865 716598

LET'S BE SERIOUS ABOUT THIS FUN THING

Contributors to the December TRAIL dismissed debate on image issues (full face helmets, tyres, numbers on a run, etc.) as pointless and boring - trail riding should be fun it was argued.

If members wish to enjoy trail riding long term, they should bear in mind that fun for participants can be deeply offensive to onlookers, to landowners and to other users. Then remember that any offended person can invoke existing legislation (eg: TRO procedures) designed to give them or the environment some protection from

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claimed excesses. Even worse, politicians and quango bosses can be persuaded that more stringent controls should be brought onto the statute books.

For so long as our behaviour looks more like a disorganised enduro than protecting green lanes, continuing freedom to ride them is at real risk. The TRF's Code recognises that our fun has to be enjoyed responsibly. "Unobtrusive" is one of the most important words in the Code. It does not imply subservience or timidity but simply a wish to be a legitimate non-disruptive user of the countryside. Groups of more than six, body armour and chin guards are not just unnecessary; they are a potential for conflict and concern. Some enduro machines can be ridden unobtrusively; others look wrong even before the motor fires up! People must decide for themselves what to wear or ride but it is surely in everyone's interest for the possible adverse consequences to be discussed and appreciated so that riding techniques and behaviour can be adjusted to minimise them.

The TRF cannot be held responsible for the behaviour of other vehicular users, whether individuals or affiliates of another club, and yet their insensitivity, like ours, can contribute to track losses. Fortunately the TRF was forward looking enough to get LARA started thereby giving our views a greater audience both within the Association and, because of its standing, with outside agencies. Gwyn Thomas feels ill at ease being represented by LARA and asks for TRF to be listed in, for example, future

Countryside Commission publications. The trouble is the ACU, ARC, AWDC and other member organisations would also like to be separately identified while the countryside bodies, including the highway authorities, wish to keep their consultative forums (fora?) and committees manageable by limiting representation to one per type of interest group. Motorsport/recreation is one such group and is best served by a strong, well recognised and well supported LARA.

Thirty seven of LARA's fifty three RoW Respondents are TRF members and it is likely that the majority of representatives on the various countryside committees are also from the TRF. The Federation is therefore very well placed to look after its own interests (and those of other users) with the backing not of a mere 1600 members

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We welcome old members and new!

but of the order of 100,000 vehicle users.

If it is felt LARA is not doing justice to TRF's interests perhaps it is the usual story of poor communication. Those who see the occasional LARA News get tit bits of journalese often with a personal penchant showing through. Reliance on TRAIL means not knowing that Caroline Godfrey is the new Motor Recreation Development Officer and is based in the new AMCA offices in Cannock, or that you can become an individual 'subscriber' member of LARA for £15 per annum, or that a policy document on TROs is about to emerge, etc.

Members like Gwyn who are concerned about LARA's suitability to express the TRF view should ask our delegate - presumably still Richard Marshall - for copies of LARA's quarterly minutes and for reports of the external meetings (ROWRC, BWF, etc.) attended by various LARA representatives. With that regular background information you can voice objections, changes, experiences - even much needed encouragement - to those in the Association who are trying to help our cause.

Come on! Let's have some volunteers to take a closer interest in LARA and to help Richard keep it on its toes and on course.

Bill Kershaw, S. Wales Group

STOLEN

Stolen during the early hours of Monday 16th January from 14 Epsom Close, Cheadle, Stoke-on-Trent, Staffs., ST10 1TG:

DR350s (in trail trim)

Reg. No:J189 TBF Frame No:SK42A 103529 Eng No:K404 113269 Colour:Yellow/white XR250R

Reg. No:K261 EBF Frame No: ME06/5900418 Eng No:ME06E/5906699 Col:Red/white/blue

If anyone is offered either or parts of, I would be grateful for any information. I can be contacted on 01538 753717 or Cheadle Police direct on 01538 755867.

Many thanks for your help, Dave Jablonski, North Midlands Group

NATIONAL EXECUTIVE MEETING

SATURDAY, 25TH FEBRUARY 1995

NATIONAL MOTORCYCLE MUSEUM, BIRMINGHAM,
JUNCTION 6 OFF M42

USEFUL NAMES AND ADDRESSES

BMF LIAISON OFFICER: Derek Collins, 11 Grangewood Road, Wollaton, Nottingham, Notts. NG8 2SJ.

KEEPER OF STATIONERY: Tony Eyre, 8 Spencer Road, Belper, Derby DE56 1JY. Tel: 01773 828311.

KEEPER OF DISPLAY BOARDS: Jeff Ward, 3 Winchilsea Drive, Gretton, Northants NN17 3BT. Tel: Rockingham 770990