

GROUPS

BLACK COUNTRY

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

BRISTOL

David Clegg, Tel: 01275 373652
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 Arcott, 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 863433
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 534425
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., Cound 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

SOUTH LONDON & SURREY

Brian Wright 0181 686 3458 Wed/Sat or 01797 363373 Sun/Tue
9pm every Wed, Epsom Health & Football Club, Priest Hill
Fields, Ewell, Surrey

SOUTH NORTHANTS

Trevor Gardiner, Tel: 01788 815927
2nd Monday, The Spencer Arms, Chapel Brampton

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
Last Thurs, Ashing on Social Club, Rear of Red Lion, A24,
9 miles North of Worthing

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,

WEST MIDLANDS

Woolaston, Wellingborough

WEST SOMERSET

Dennis Hayter, Tel: 01527 23550
1 & 3 Tuesday, Wilmcote Mens Club, Stratford on Avon

WEST YORKSHIRE

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

WILTSHIRE

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

WYVERN

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



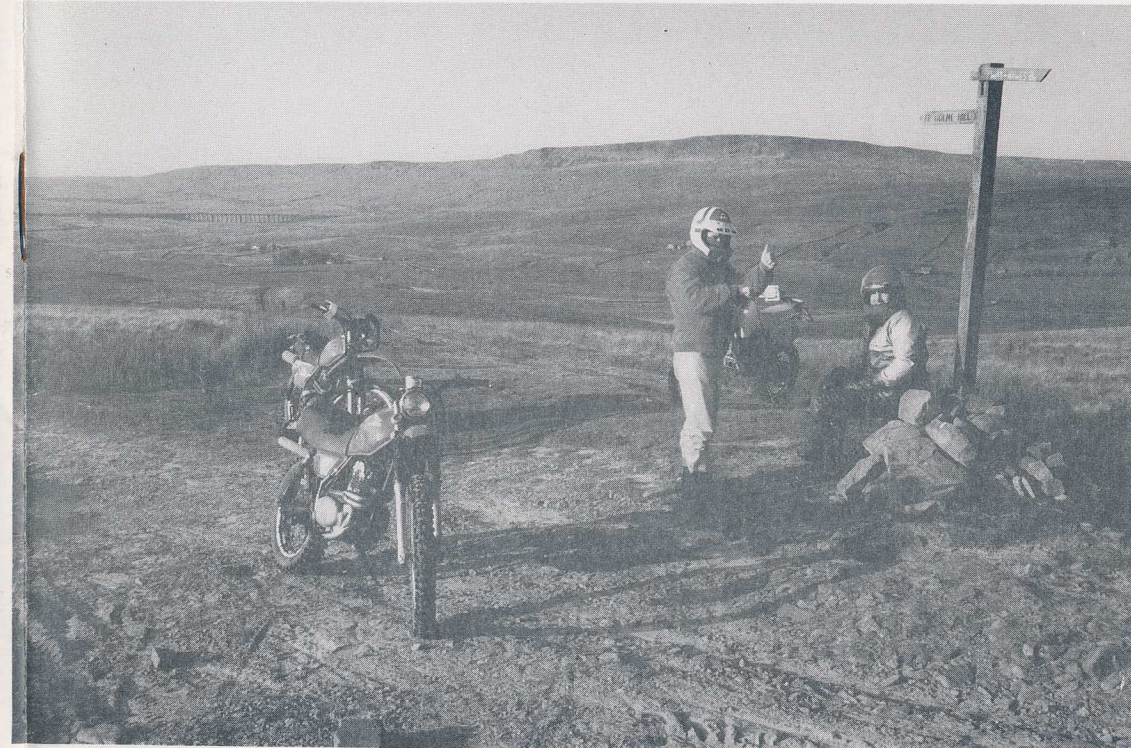
TRAIL

APRIL, 1995

No. 200

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

EDITOR: Mike "Nettlebed" Pedley.



Cam End, Ribbleshead Viaduct in background. Dec. '91 - Cliff Wharton.

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

CLASSIFIED

BRENDAN CHASE B & B. Lake Windermere. From £12.50 each x 4 sharing. Bike lock-up. Parking. All rooms C/H, CTV, H & C. Pub & Grub handy. Tel: 01539 445638.

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SUZUKI SP370 for sale. 150 miles since engine rebuild. Tel: 01530 224018.

WANTED Bike suitable for 7/8 year old. Tel: 01530 224018.

FOR SALE Triumph Tiger Cub 1963 converted to full trials specification. Late square barrel engine, completely rebuilt including high capacity oil pump. Original registration XYJ 187. Taxed and MOT. Amal monobloc carb, under tank frame brace, widened swing arm, qd rear wheel, 5TA heavy duty forks, alloy trials bars, Amal throttle control 12v positive earth capacitor discharge

ignition. All lovely and new and ready to pre-65 trial. £1600 (Devon) 01626 331082.

WANTED 4 stroke trail bike up to 350cc and below. £1000 - consider non-runner. Tel: 01538 754170.

I.S.D.E. POLAND September 1995 coach travel and half board accommodation nearby 8 days £199. Tel: 01256 841350 with name and address.

CLOTHING - 2 piece "SIDI" motorcycle suit black nylon lined. Jacket zip and prestuds trousers with braces. Good clean condition. Large size £35 (inc. P & P UK). Tel: 01332 874947.

XT350 Photostat copy of genuine workshop manual in ring binder £10. Wanted trails or motor cross boots. Size 8 or 9. Tel: 01283 543562.

WANTED Honda XR600 must be good condition. Tel: 0191 2633052 after 7pm.

AXO RX1 helmet, new, Size L (60), £80. **RENTHAL BARS**, silver, new, £17. **ACERBIS** rear fender bag, new, £15. **ACERBIS** h/lamp, black, new, £20. **PIRELLI** MT 21 = 21" new, £40. **DUNLOP** F.I.M. D903 = 18" new, £40. **TRIALS VIDEOS**, 4 new, £20. Tel: Richard 01275 849993 (Bristol).

WANTED KDX or WR200 or similar. Up to £1000. Tel: 01457 872380

MAGAZINE ADVERTISING

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To: THE EDITOR *Enclose membership number or a cheque for £5

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)
MEMBERSHIP SEC.	Graham Stratford, 38 Thornton Crescent, Old Coulsdon, Surrey CR5 1LH Tel: 01737 553599
SECRETARY	Garry Watson, 6 Tennyson Place, Cleckheaton, Bradford, W. Yorkshire BD19 3DJ. Tel: 01274 870162
TREASURER	Tim Ley, 17 Heigham Close, Shelton Lock, Derby DE2 9QF Tel: 01332 704748
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.

EDITOR

A few years ago I remember a chap joining our (Lancs.) Group who turned out to be a former canoeist. He soon latched on to our access and RoW problems but informed us that we suffered nothing compared to what canoeists had to put up with. I was rather amazed at this. How could anyone object to a quiet and inoffensive sport which merely involved floating down a river on a simple non polluting craft like a canoe? But they did!

I would guess therefore that no matter how quiet and inoffensive we became we would never be acceptable to everyone. Perhaps you can see a way in which a canoe could be offensive but what about a parachute, or the sport of parascending. A colleague of mine is foolish enough to pursue this activity and he recently informed me that one of their favourite 'flying' grounds in the Peak District National Park has been lost because a farmer over whose land they floated on the way down was persuaded by others' to sign a form of objection even though they had used the area for many years with no previous problems.

Personally I would class parascending as a dangerous sport, he feels the same about motorcycles. Canoeing? Well lets agree they are all 'adventure' pursuits, to use a modern idiom. We could also include climbing, potholing, mountain biking, hang gliding, horse riding and probably a few others.

So what's all this leading to? - A ban of course! On what? Virtually everything it would appear other than yes, you guessed, rambling! And even these poor souls will be 'bused' in and out of OUR National Parks if current thinking goes ahead. (See 'The Independent' March 10th 1995)

Trail motorcycles were of course mentioned as were the 4WD's who head for the hills at 2.00a.m. when it's been snowing! A farmer, (when they don't give a name I always suspect a made-up quote) claimed he had 'to look both ways when coming out of the farmyard' but what's wrong with that? Accompanying the article was a photograph of a helicopter ferrying flagstones to repair the eroded Pennine Way - but, strangely no mention of a ban on walkers or even voluntary restraint!

Does someone really care about our landscape or are they attempting to turn us into a Nation of whimps and nannies? The TRF has been around as long as most organisations but, with little more than 1500 members we are insignificant in political terms. Perhaps those of us who enjoy outdoor adventure pursuits should at least make contact. We chose to 'distance' ourselves from the 4WD groups - but that was before. What now?

NETTLEBED

OBITUARY

Fred Garbutt - Coast to Coast organiser and Chairman of Teeside and N. Yorks Group collapsed and died suddenly whilst indulging in his favourite hobby of trail riding on Sunday 9th April.

Since it's revival Fred has done a wonderful job of organising the popular Coast to Coast run, which has been so much enjoyed by all who have taken part. His cheerful presence on and off the trail will be sadly missed.

Our thoughts are with Fred's wife Jean and his son Ian at this sad time.

SHARING

The recent local and national press campaign against recreational 4WD vehicles on green roads has reached fever pitch of late. Doubtless this is a result of increasing activity by 4WD's combining with the wettest winter for 50 years. However environmental pressure groups have capitalised on this to bring the issue to prominence, in order to further their own agenda. It cannot have been a coincidence that the government is currently considering new environmental legislation in order to meet its commitment to sustainable development made at the Rio Earth Summit.

The environmental pressure groups have been joined by the urban working professionals who have bought into the countryside. They seem to be very vocal and organised in "protecting" their bit of the countryside from activities they perceive as undesirable. We have been fighting against this prejudice ever since the TRF was founded, usually successfully.

I am concerned however that in some instances significant real surface damage has been caused by a limited number of 4WD users. Damage has occurred as widely as Berkshire and the north Yorkshire Moors during the past six months or so. The drivers can claim they have as much right to use unsurfaced roads as we do. However with rights come responsibilities. To cause or significantly worsen the damage to the surface of any right of way thereby making it virtually impassable to all other users, including ourselves is thoughtless and unacceptable. In one instance at least the damage has been caused by commercial 4WD safari organisations continuing to use lanes after other vehicular users have agreed to exercise voluntary restraint.

If damage continues to occur on a widespread scale, pressure will increase for the government to bring in legislation to curb the problem. The danger is that we will be curbed as well, even if the damage we can potentially cause is minor by comparison. The key word for assessing the continuing acceptance of countryside recreational activities is sustainability. We need to clearly demonstrate that our somewhat challenging form of motorcycle touring is sustainable. If we do not, we can expect that sooner or later it will be severely curtailed.

The next time you are out on the lanes with your bike reflect on what you think sustainable trail riding means and jot down your ideas when you get home. I plan to make this a topic for discussion at the next National Executive Committee Meeting on May 13th, so get your thoughts to your Group or Regional Representative to bring along, or failing that, send them to me.

It is nearly six months since Tim Stevens stepped down as National Rights of Way Officer. Although Tim is still prepared to give advice, recent events have demonstrated that we need to replace him, sooner rather than later. Tim carried out this voluntary post virtually full time for a number of years, doing a vast amount of work in the process. It is unreasonable to expect any volunteer to carry out a fraction of what he did, but we urgently need someone to coordinate our RoW work throughout the country, provide advice to local RoW officers, and develop an overview of what is going on nationally. Is there someone out there who would like to give it a try? Advice and help is available from present and past national officers for anyone willing to volunteer. If you are interested but unsure, give either Tim or myself a ring.

Richard Marshall

BMF NEWS

PROMOTING MOTORCYCLING

As the UK's largest rider group we all have a vested interest in getting the message across that bikes can be fun as well as a practical and relatively environmentally friendly means of personal transport. That's why we would like your help in making May a memorable motorcycling month'. Details on how you can get involved (and win 20 pairs of tickets for the NEC Bike Show!) can be obtained from myself.

You will see that one specific day, Saturday 20th May has been picked as 'M'DAY' - Million Motorcycle Day'. (Yes, I know it's the Memba Rally on the same day but as that will only take around 6000 of you, that leaves another 95,000 members who might like to get involved, not to mention the many thousands of non-members who might take to the road!). Why the 20th? The Industry recognises the importance of the BMF Rally and they wanted to involve dealers in a weekend that would focus the attention of the general public. So although this campaign will run throughout May, the 20th/21st will be a high point.

Finally, we can all bemoan the fact that motorcycling receives little coverage from the media, so here's a chance to help in putting that right. The Industry think we can help, I like to think we can too. Lets go for it!

Contact Jeff for further information - Jeff Stone P.R. Manager, 258 Whitefields Road, Solihull, West Midlands, B91 3PA.

Eurotek

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'94 125 Ex Reg £2490	'91 KDX125 £1399

Action
... ..

Ripon Business Park,
16 Camp Hill Close, Dallamires Lane, Ripon. HG4 1QY.
Tel: 01765 608209 Fax: 01765 608223



STOLEN FILES

HELP! Two bikes stolen

Stolen in North Yorks - DR350R. M876 CAM. Frame number 101603. Engine Number 136235. Acerbis purple brush guards, Acerbis purple/black rear fender bag, Acerbis white frame guard, Acerbis black tank filler top. Scott gear change. DMA tail pipe.

ALSO:

Blue Kawasaki KDX125. "Q" reg. '91 model. Enduro head and tail lights. Any information ring Stuart on 01609 748488.

Editor's note - it is important that we all try to stop this sort of thing happening. Every month more TRF members are reporting bikes stolen. Any help will be gratefully received.

POLICE FILE - REWARD

TO ANYBODY WHO MAY BE ABLE TO HELP:

Stolen from my own home and locked in the rear garden, an XR200N jap import, (looks like an XR250). It was taken on the 9th March 1995 presumably in the early hours.

It looks similar to an XR250, white tank, white side panels (with blue stickers on), blue seat, white handlebars, white front mud guard and rear guard, it was also (when clean!!) like new, with only paint rubbed off the frame, where my motocross boots went against it.

I had fitted stainless steel allen bolts, to hold the front of the tank on, the white handlebars had bark busters on, and the hand guards had been cut with a slot to accommodate the bark busters. I had a polysport front headlamp fitted (but not connected to any wiring) and an Emgo small rear light and number plate. There were some black protective felt pads on the crankcase covers (although they were starting to come off) and the baffle/spark arrestor had been removed. I had fitted a strap across the rear of the machines seat similar to a thin tie down which was bolted to the rear mudguard mounts. The rear number plate was held on by two stainless steel bolts and dome nuts (if taken off there would be two holes in the mud guard), also the Emgo lamps wiring was held in position by tie straps on top of the mudguard in a neat line disappearing under the seat. To hold the wiring there I had drilled small holes in a line to put the tie straps through, these are an obvious giveaway on the vehicle. It had a good ED12 rear Bridgestone tyre on it and an original front Bridgestone tyre. Apart from the above the vehicle was too new to have any distinguishing marks, but don't forget it could have been sprayed by now!! Please keep a look out for it, it WILL turn up somewhere and I want to get the b*****d who invaded our home to take it, you can't know the feeling of despair when I suddenly realised that it had gone. It was my main

life's pleasure and now I've got the messing around with Insurance companies and trying to get another

Please note the following details. It was stolen from Abergele, North Wales. Reg. No. M995 RHG. Frame/Vin. No. ME051200024 (just remember it by thinking 24 hours). Engine No. ME051200043.

If you come across an XR200N jap import with no frame no. ie: removed PLEASE report it to me together with the location or name and address of the owner, I will forward to the police.

There were only 67 unofficially imported. I know of the location of 4, so you can see it is quite rare. Please do your best to help. £250 goes to anyone giving useful information that secures the recovery of the bike (doesn't matter what state) AND conviction of the thief.

I will reward anybody who gives me information on just the location of the machine.

Please keep this information on your file for as long as possible. If you go to a TRF monthly meeting give it to everyone to read and remind them of the Frame No. at subsequent meetings.

Andrew Wood. Home Tel. No. 01745 826429

Information can be left for PC608 Abergele Police Station Llanddulas Road Abergele

RoW NEWS

Northumberland Group News

NEW AREA REPRESENTATIVE REQUIRED

A new group representative is required for Northumberland as I will be moving away from the Northumberland area in April this year. I will be happy to still provide help and advice on any rights of ways issues to the Northumberland group. Volunteers please take one step forward and make their presence known.

APPEALS AGAINST DURHAM COUNTY COUNCIL

Following yet another set of broken promises with regard to the processing of byway claims I have lodged six appeals with the Department of the Environment. The appeals were made on the basis that the council has failed to resolve a number of byway claims dating back to June 1992 within a reasonable period of time.

To make life difficult the DOE asked for photocopies of the evidence. After a week of lurking around the works photocopier 250 pages of evidence were submitted to the DoE. I gather that Durham County Council is now promising to try and resolve the claims within a further 3 to 5 months.

To give Durham County Council a little more work to do I intend to submit claims for a further two tracks (not currently recorded on the definitive map) on Wolsingham North Common.

APPEAL AGAINST NORTHUMBERLAND COUNTY COUNCIL

Some research in 1994 unearthed good evidence for an old Drift and Public Carriage road across Simonburn Common. The Simonburn area is in a pretty remote bit of

Northumberland and the road hasn't been used by TRF members. A byway claim was submitted so that the road could be added to the definitive map.

Northumberland County Council made a recommendation that the claim should be accepted as part byway and part footpath. The change from byway to footpath was at the Parish boundary and makes no practical sense. Presumably the horse riders and carters who used the road unloaded their goods and tethered their horses at the parish boundary and continued their journey on foot to the nearest village some two miles away.

An appeal was lodged. I have been advised that the council intend to stick to their decision.

SLALEY FOREST

On a more positive note the Northumberland County Council intends to make byway orders for the nine or so inclosure roads around Slaley forest. This includes several roads which have been blocked for many years by conifer plantations. So we may be able to finally use several "lost" roads.

PARTING SHOT

There are few unclassified county roads and byways of any significance in the Northumberland/Durham area. The TRF has therefore relied on "hidden" rights and ridden on many definitive map footpaths and bridleways. Though perfectly legal this approach has not endeared the TRF to the local rights of way officers or the British Horse Society.

Over the last three years the credibility of the TRF in this area has greatly increased with both Northumberland County Council, Durham County Council and the British Horse Society. This has in large part been due to the fact that we have put our cards on the table and shown the council the evidence we have to ride in certain areas. The TRF is now taken seriously by the local county councils.

The TRF can and will rapidly lose this credibility unless we stick to the trails where we have the right to go. That means no interesting diversions, no getting lost due to poor map reading or incorrectly marked maps, no chancing it as it's a remote area and we won't get caught and no deciding that as "they" give us hassle and don't obey the law why should we. And if the worst happens, being able to prove your right to be there in the local magistrates court.

Either we stay legal and whiter than white or we put a bit of mud on the number plate and go anywhere. The middle option gives the worst of both worlds, risk of prosecution and hostility (TROs?) from the County Council rights of way officers.

Given the semi legal provocative tactics of many of the local gamekeepers and mad farmers on Dere Street the TRF has shown admirable restraint. However, in my opinion, unless we stay 100% legal at all times then trail riding in this area will have a difficult long term future.

Have fun on the trail

Mark Snoddy

ANYONE LOOKING FOR A SUB £1400 NEW TRAIL BIKE

Take a look at Regent Motor Cycles at Hull. Tel: 01482 20385. Ask for Derick or Rob.

GENERAL RoW PUBLIC INQUIRIES

Litchfield and Woodcote Public Inquiry took place on 7th March in the Town Hall at Whitchurch - a charming venue, warm even. The objector had engaged an 'advocate' in the name of Plumbe. Yes, the same Plumbe that forms part of the Roving Objectors team. Someone of far greater charity than myself proffered the notion that he is, in all probability, unaware that his presentation is aggressive to the point of offensiveness. Long may that continue! Mr. 'P's line was the usual hair splitting on the exact interpretation of the term 'road'. The County refused to play along with his line of questioning with replies like "I don't know the answer to that" I laughed. Users who dared to offer evidence got the full Perry Mason on "What right do you think you have to use a vehicle on a RUPP?" This was one of those Inquiries where the County offered no evidence but asked the Inspector to modify the Order to show the Order lane (Wayfarers Way - part) as bridleway. Again the users let the side down with the usual lack of evidence.

NOTICES

NEW VENUE FOR TRF EXECUTIVE MEETING

The next TRF Exec. meeting will be held on Saturday 13th of May at Stratford-upon-Avon Youth Hostel, Hemingford House, which is situated one and a half miles out of Stratford on the B4086 in the village of Alveston. OS map 151 Gr. Ref. 231562. The meeting is scheduled to start at 10.30am. and finish at approximately 5.00p.m. Food and refreshments are available on site from a set menu or canteen meals. You may bring your own refreshments if preferred.

RIGHTS OF WAY WORKSHOP - TRF Catalogue System for Rights of Way

There is to be a workshop/meeting specifically covering this topic - Ref. Trail No 198 pages 7 to 10 - held on Sunday the 14th of May at Stratford-upon-Avon Youth Hostel. The meeting is scheduled to start at 10.00am. and finish by approximately 4.00p.m. Delegates who wish to stay overnight on the Saturday - for the Sunday meeting - will be entitled to claim the expenses back for YHA bed and breakfast. Bookings for the B & B made through the hostel on 01789 297093 using Access or Visa or send the correct payment, of £12.20, to: Stratford-upon-Avon Youth Hostel, Hemingford House, Alveston, Stratford-upon-Avon, Warwickshire, CV37 7RG - please mention that you are attending the TRF RoW meeting, as some places have been provisionally reserved. This is intended to be a positive meeting, aimed at helping those who want to be involved in implementing a catalogue system for their area. It is a chance to discuss any problems you are having, or are likely to have, getting the system up and running with others who are directly involved in RoW work.

WEST SOMERSET GROUP

The West Somerset Group will be host to a two day Trail Ride over Exmoor and the Quantocks 21st - 22nd October.

Book your places with a £10 deposit plus S.A.E. and your membership number. No

card, no ride.

The cost will be £19 per person per night. Bed, Breakfast and evening meal, some en suite. Dormitory accommodation £13 or you may bring your own sleeping bag and sleep in the skittle alley with use of hotel showers etc. for £9.50 for meals.

Limited to 50 riders, first come first served.

Book with David Dyer, 2 Stoney Close, Wootton Courtenay, Minehead, TA24 8RJ.
Tel: 01643 841139. Cheque made payable to West Somerset TRF.



Driver and Vehicle Licensing Agency

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Mr J H Carr
Culver Cottage
Luccombe
Minehead
SOMERSET
TA24 8TE

Your reference:

Our reference: CED/T2/MC/NF

Date: 30th January 1995

Dear Mr Carr

Thank you for your recent letter about motorcycles towing trailers.

I should point out that this entitlement has never been shown on any style of licence. The reason for this is due to the limitation of space and the size of the current EC licence. As I am sure you will appreciate, the licence is a detailed document and the amount of general information that may be conveyed is restricted for the reasons mentioned above.

I can confirm that holders of full motorcycle entitlement (new Category A, old Group D), can draw a trailer. However there are certain constraints on the type of trailers that can be used which are shown within Regulation 84 of the Road Vehicles (Construction and Use) Regulations 1986.

I understand that the omission from the licence of this entitlement may in some circumstances cause problems. However, all relevant enforcement bodies, including the police, are aware of this irregularity and should you be stopped by any law enforcement officer please show them this letter.

The Agency is considering how such entitlement may be conveyed on the driving licence, however, with the introduction of a photocard licence from July 1996, it will become less feasible. Therefore, in order to clarify the situation the booklet "Driver Licensing Information" which is issued with every driving licence will be revised. The British Motorcyclists Federation have been written to separately about this.

I hope the enclosed information allays any doubts about your entitlement to tow a trailer. If, of course, I can be of any further assistance please do not hesitate to contact me.

Yours sincerely

M. Cooke

MISS M COOKE
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WAS IT DONE ON PURPRES(ture)

On the back of a colour photograph I found in my album recently were the words, "A stolen lane, now a footpath, Barton village, Mendip". On the front, (looking like a rambler) was the figure of a red-jacketed David Giles, then Chairman of the Bristol TRF. He had a rather bewildered expression, as well he might. The green lane on which he was standing was only about half its original width available for the public to "pass and repass".

A line of wooden stakes ran along the middle of the old drove. Stretched between them was wire netting. Over the fence could clearly be seen the stumps of ancient trees and the limits of the holloway. Barns and a house appear in the background. The track bore ample evidence of regular use by foot and horse traffic. Although the photograph showed no obvious signs of wheel marks, ridges suggested use in the near past. Photographs Jog the memory, (rather as a video-recording brings back to life earlier events) but imperfectly. My photograph had been taken some time during the mid-80s, perhaps 1985/6, certainly during the winter months. The hedges and trees were without leaves. Long shadows cast by the pale winter sunshine pointed tellingly to the line of old tree stumps t'other side of fence.

I can remember the walk Dave and I did that day. We were out exploring Western Mendip under 'the isolated and commanding position of Crook's Peak' as Knight describes it in his fine work 'The Heart of Mendip'. He tells how the authorities at nearby Banwell would light beacon fires there in times of danger.

A pile of wood was kept in readiness in case it needed to be fired to warn of the Spanish Armada. In 1580 the place was spelt 'Croke peke'. An ancient place indeed and the lane along which we walked that day was the grassy lane called Barton Drove", between which and its northerly cousin, Barton Lane lie 'woods and orchards and grasslands'. This area is a mere kilometre from the M5 motorway and lies on Mendip's northern slope.

As we walked, Dave and me, chatting inconsequentially no doubt, I recall how we were upbraided by the resident of a nearby house as we negotiated a massive earth bank that someone had built across the drove. The detail now escapes me but I do remember wondering at such a massive earthwork placed across an old lane that had a footpath running along it.

We were inexperienced in rights of way matters in those days, twelve years ago. Neither Dave nor I had had exposure to the rigours of Public Local Inquiries, DMMOs etc. The WCA 1981 part iii had only just come into effect. We were just countryside users who enjoyed walking and rode trail motorcycles. It did not occur to me mea culpa that I should immediately have researched the lane and put in a byway claim. That motivation had to wait another two years for Dursdon Drove.

Last year I went back again to look at Barton Drove. I had heard from friends that Woodspring Bridleways Association had put in a byway or bridleway claim. Their members were being deterred from riding the drove. A mountain bike being the best way of all to explore ancient green lanes, I took my Cannondale to Winscombe and rode along the track towards Barton. What I saw astounded me. The holloway at the western end had been totally incorporated into a garden; a chained five-barred wooden gate prevented access.

Alongside the lane and at high level, a narrow footpath skirted Barton Drove.

Awkward stiles had been installed over which I carried my bicycle. In fact, the area had changed out of all recognition to such an extent that I believed I had not been on the correct line of Barton Drove at all. I thought I had taken a wrong turning and followed another route! A twelve year time-lag emphasises the fallibility of human memory. Total Recall even eluded Arnie Schwarzeneger! (Workers claiming ROW and relying on user witnesses' evidence take note.)

I studied my maps and went back to Barton Drove yet again - this time on foot. Yes it was the same place after all. My mind wasn't playing tricks. Dramatic alterations had changed the lane's width, route and character. If no-one picks up the gauntlet, a lane is lost. This experience underlines the need to protect green lanes by having them recorded as byway on the definitive map.

As I write, (April 1995) Avon C.C.'s Planning, Highways and Transport (Public Rights of Way) Sub-Committee is considering whether or not to make an order redefining Barton Drove based on the evidence. A rancorous process to have this old carriageway put on the map is now certain to be enjoined. This will certainly extend beyond the date in 1996 when Avon C.C. ceases to exist.

Gwyn Thomas, Somerset

THE BENEFITS OF REGIONALISATION

A word from the Regions - or rather, the only Region....

That the process of "Regionalisation" may damage the structure of the TRF (John Chilton, Trail 198) had not occurred to my Group or I suspect, any of the other nine member Groups of the South West Region.

I am not prepared to comment on "the way regionalisation is being forced upon us" but I am able to tell you how Cornwall Group has benefited from it.

There are currently just two SW meetings a year, no Group has to travel more than about 100 miles to attend, all members are welcome (not just reps.) and it is cheap (£10 per Group per year). Since we have 100% Group attendance and since we haven't yet succumbed to the horrible threats and press gang tactics necessary to make Groups attend Nat. Exec. I can only conclude that the meetings are worthwhile and interesting.

Unhindered by such crucial concerns as "what shall membership cards be made of" or indeed truly nebulous or political issues, we are able to sit down and draw up an agenda drawing topics from all groups. We have a pool of knowledge to draw from and most topics are, surprise surprise, ROW matters, few Groups having truly knowledgeable and experienced ROW officers. - But our Region DOES. We talk about places and names we know, we learn what policies neighbouring Councils have, we hear of successes, failures, problems, we can mention OUR concerns - that pet lane around the corner, you know the one - Pink Panther/Harry's Leg whatever, we don't feel trivial or hick, we're not "wasting" time, this is the TRF of a manageable scale - and it is working for us.

And yes, it's sociable too, in contrast with the Black Country Group, Cornwall members recognise AND name other Groups' members and have ridden with many of them both at home and away. Yes there IS another tier of officers (a Chair, a Sec. and their assistants) and yes, there are additional responsibilities, paperwork, all of that, but nothing is free, and our small Group (and I'll bet they don't come much smaller) finds that SW Region Meetings have been the biggest contributor to the depth of our collective Trail riding experience. *Sally A Madgwick, Secretary Cornwall Group*

LETTERS

Getting the gripes over with first. My February copy of Trail arrived on the 23rd whilst this in itself is not a problem I don't think that it is very satisfactory to suggest that in such circumstances people make comments on a National system for Cataloguing of Rights of Way within the space of 2 days! I personally do not have a fax machine. Why didn't you come to the Executive Meeting I hear you say. Well this is the other gripe, I only received notification of the Exec Meeting the following day (yes I did attend the previous meeting).

Having got that off my chest I felt I had to write having read both Paul Athertons and John Chiltons letters, Trail No 198 refers.

Firstly, when I read Paul's letter I began to wonder if April had arrived early, you cannot be serious can you? No one in their right mind will be prepared to pay that sort of money (£75) to be a member of an organisation to which no one has to belong to pursue their chosen hobby. If such a subscription were to be levied we would lose the vast majority of members and the TRF would cease to exist overnight. I appreciate we have a problem re the lack of a National Rights of Way Officer (at the time of writing) but a £75 subscription is not in my view the way forward!

Secondly turning to Johns letter, I am disappointed that he feels so strongly about regionalisation as to me it seems a very sensible way forward. Having attended both South West regional and National Exec meetings there is no doubt in my mind that regionalisation will be a positive move, not only does it put you in touch with other groups in your area it also provides a very useful forum for discussing particular problems which there simply is not time for at Exec meetings. As for decisions being taken by few on behalf of many this is the structure in any effective organisation; the term democracy comes to mind! The only reason that any progress can be made at the present Exec meetings is due to the fact that not all the Group Reps attend so to reduce the number of people sitting around the table and put

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groups more closely in touch with one another can only be a good thing in my personal view.

Finally I would be interested to know whether we in Wiltshire are alone in experiencing what appears to be a considerable increase in lane damage through this most recent period of incredibly wet weather which I am sorry to have to say seems to be largely attributable to 4WD use. A lot of what were nice lanes are now a rutted mess and whilst the vegetation may recover the ruts won't go away. No I am not simply passing the buck. The lanes which we can use which are too narrow for 4WDs are not in this sort of mess. In my view we need to make sure that we do not get tarred with the same brush and lose our right to use lanes through abuse by others.

I know from experience that Berkshire for example are prepared to use selective TROs to exclude 4WDs, continuing to allow use by motorcyclists in certain instances. What is other peoples experience? If there has to be some form of restraint then I would personally feel in many circumstances prepared to support a selective TRO if its the only way to keep a lane open for our use.

Has any research been done into the level of damage if any is caused by the various user groups? If not isn't it something that needs to be considered to confirm that motorcyclists do little if any damage? I would be interested to hear others views.

Trevor Watson (PRO Swindon Group)

(The views expressed in this letter I might add are my own and not necessarily those of the Swindon Group)

FUN WHILST TRAIL RIDING?

In February's edition there appeared a letter suggesting that to have fun whilst trail riding was offensive to others and that it is in our own, long term interest, to be non-offensive (which I suppose means not having fun). The letter's content was both articulate and well structured; however its author adopted the familiar argument that if we dress dully, wear open face helmets, ride in very small groups etc. then those we might otherwise offend (ramblers, belligerent land owners, etc.) will welcome us and we'll all co-exist in a spirit of harmony and mutual respect

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whilst accepting each others differences. Oh that it is as simple as that. I'm sorry but I disagree with the idea that we adopt a policy of appeasement to placate those who will always be antagonistic toward us. We will always be offensive in the minds of some people; that has probably always been and will continue to be, the motorcyclists' lot in Britain.

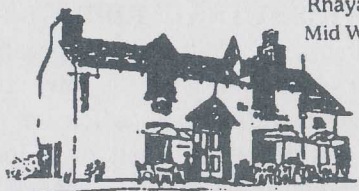
How will meakness change the mind of people such as the author of the following short passage (to be found on p48 of Richard Ingram's 'The Ridgeway')? "Nor does the mud do anything to keep away huge roaring motorcycles whose riders treat the Ridgeway as a wonderful forty mile long scramble track". As a past editor of 'Private Eye' magazine, now a church organist and reactionary bore I doubt Mr. Ingrams has any idea about the nuances of motorcycle construction nor its rider's dress sense. Nor does he care. He is certainly not alone. A motor cyclist is a motor cyclist is a motor cyclist.

No I'm afraid that if we look briefly at the study of Semiotics (simply non-verbal communication) then motor cycles will always generate (communicate) a negative picture in the minds of many people; they just do not like ANY motorcycle nor its rider. It matters not one jot to them how we dress, nor the style of the bike we ride for we are still clearly identifiable as motor cyclists.

If we are to 'offend' no one then the only logical answer is that we stop riding motor cycles along unmade roads because we have to accept that we do leave traces of our passage no matter what model we ride. But, if we wish to continue

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riding where we are perfectly within our rights to do so, then perhaps we should adopt a similar approach to other successful minority or single issue groups in society and come out of the closet as they say, adopt a higher profile and if need be become more vocal.

Before we all run off and adopt a dress code dictated by the Ramblers or Country Landlords' Associations or even our own paranoia please remember that body armour is worn UNDER other garments and that a chin guard or full face helmet could save YOUR face. Now personally I find red socks, anoraks and bobble hats offensive but I have no wish to stop others wearing them and anyway when did you last see a Rambler smiling?

R. Stephens, Weston-Super-Mare

TRAIL RIDING IN SCOTLAND

I am seeking information on the legal position of trail riding in Scotland, as we do not have BOATS, RUPPS etc. I have contacted the Secretary of the East Scotland TRF group, who has given me general hints, and I have written to the Scottish Rights of Way Society, who have not replied.

I am trying to find out if it is legal to ride on old drove roads such as the Corrieyairack Pass and Comyn's Road as well as on Wade's military roads. I also want to find out where I do background research as I understand that regional councils do not keep the same road information as in England & Wales.

Finally, any information on the situation on Trail riding in Northern Ireland and the Republic of Ireland would be appreciated.

Andrew Brocklehurst, Glasgow

IMAGE AND THE FUTURE, FOR US ALL

Recently my wife and myself were resting from the rigours of riding our BMW over Garburn Pass in the Lake District when from the other direction came a group of trail riders, who were TRF members by the stickers that they were displaying. They stopped to chat, as good friendly motorcyclists do, and out of the conversation came the fact that they had just been along High Street. Now High Street, as the well informed, intelligent and sensible ones of us know, is not a legal route and there never has been any evidence of it being so.

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When I mentioned this small, but significant fact, I was told by the group, who were from the North East of England by their accents, that High Street was used often by the local group. As an active member of the local group High Street has never been used by them and they treat such places with great respect and as such have the respect of the authorities such as the Lake District National Park.

I think we all are protective of our own environment but incidents like this make us more so and can destroy overnight any good relationships that have taken years to create in the hope of furthering and securing our aims for us and the next generation. Now we all, when riding out of our own well known area, can stray from the correct track but perhaps more worrying is that I think one of the group was a Cumbrian so perhaps this misdemeanour should not be laid at the door of our friends from the North East but at a local door.

I cannot be certain as to the identity of the local as he was, as were the majority of the group, wearing either full face helmets or ones with chin guards and were therefore faceless. I can never understand why people wish to look like they are competing in an enduro when they are in reality trail riding and suggest that we all should use open face helmets, they are much more user friendly, and do much more for our image, which must be of ever increasing concern to us all.

Robert Wilson, Cumbria

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The Bristol Group was lucky to have had a far sighted Rights of Way Officer in the early eighties called John Davey. He started a system of run records in 1982/1983 using his own design of forms and a card index. In 1987/8 this system became a lower priority than the wholesale re-classification of Avon's rights of way and monthly (it seems like) public enquiries.

In 1993 I began to resurrect these records and to do so was given the old card index. Each run record details date, lanes used, persons present and any comments on condition/blockages. I am now able to present to the Inspector at an inquiry, a bundle of photocopied run sheets relating to the routes in question. Often this bundle approaches a quarter of an inch thick and dates back to 1982.

However I think that the rights of way officer is probably too busy to operate the system, ours certainly is.

FUN

I endorse the comments of Bill Kershaw, trail riding should be fun, why do it otherwise? It also has a very serious side to it, go to a public enquiry or twenty and you will see for yourself.

There are a great many people out there who would like to see motorcycles themselves made illegal tomorrow and many more who, if forced to have an opinion, would agree with them. There are as many people, even those without a vested interest, who wish to make trail riding illegal and some of them as I have recently found out are themselves motorcyclists.

Please be careful, we are riding on borrowed time and when it is gone it will be gone forever.

N. G. Crook, Bristol

HISTORY OF THE TRF

In this our 25th Jubilee year there is good reason to record the history of our Fellowship so far. It would be of interest to the membership and if suitably edited it could make a useful public relationship document for those who know little of us.

Contributions will be gratefully received from anyone who would like to

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contact Dave Giles who has agreed to co-ordinate our efforts.

As usual Dave says lets have a small contribution from a lot of people rather than lumbering one person with a lot. So please make your offers; it doesn't have to be brand new material, variety would be good, so remind us of classic accounts from past issues of Trial, or something from your local group newsletter.

By the way, when did your group start? Would every group please give this initiative a jump start by putting their history on to one side of A4 and sending it to Dave.

Local Chairmen, put this on the agenda for your next group meeting.

Dave Giles, 22 Ford Lane, Allestree, Derby

LETTER OF THANKS

May I through TRAIL convey my sincere thanks to TRF mates who helped me on Sunday 15th January when I fell climbing a lane we know as Pilsbury. The result of this was a broken ankle and leg, caused by the leg being crushed between the engine and a rock. I now have three screws in my leg, which I am hoping I may be able to use to repair my number plate later.

Special thanks to Alan Barnes and Graham Franks for lifting the bike off me and getting me back to tarmac from where they put me back on my bike, kicked it up for me and I rode it to the Cheshire Cheese at Longnor. (Always a warm welcome and hot food for trail riders in the area).

By coincidence there were five other East Midlands members in the pub, one of whom was Pete Bligh, whose immortal line "Don't mess about Bob get an ambulance"! will stay with me for ever. Sound advice Pete, thanks.

The ambulance arrived in 17 minutes and took me 47 miles to Burton on Trent, which is where I live. In my opinion the NHS is brilliant.

Thanks also to all TRF members who have phoned and or visited me at

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home. When you have a spill and are laid up off work its good to know 'The Fellowship is working!'

Bob Woodcock, Burton on Trent

GETTING TO THE PRESS

I recently managed to get an article published in our local free paper.

I must admit that when first asked to consent to this article I was very dubious, having heard many tales of how the intended message can get altered by the time it gets to press. In the end I must admit to being quite pleased with the results and this extends beyond just getting in print.

Since then I have been contacted by a number of people. Several people have got my phone number from directory enquiries and called with a view to joining the TRF. A couple of others have rung with questions about riding green lanes, which I have answered but only after explaining the benefits of the TRF to them and giving them the number of the local TRF group.

One of the most enjoyable encounters was when a lady local to the area where I was photographed asked if it was me in the paper (I was leaving the local bike shop at the time), when I said that it was she replied that she thought the article was well written and put across a very positive message.

The icing on the cake however occurred only yesterday when I arrived home to find an invite to a RoW seminar that had been organised by Totternhoe Parish Council (the area in question again). Looking down the list of people invited it

would appear that I was the only person from a vehicular group and this would almost certainly have not been offered if I had not been in the local paper.

So, don't be shy, get on to your local paper and see if you can get something along the same lines going. You never know we might gain some more support and, at the very least, we should be able to get the message across that we have a legal right to be there.

Barry Houldsworth, Bedfordshire

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start when cold and when dropped. Enough suspension travel to absorb the bumps but not too tall to preclude 'dabs' when on dodgy ground. As with clothing, function to triumph over style. So this lets out all two-strokes, DR 350's and, heaven forbid 600's, doesn't it? I (re-)started trailing with an XL 185S. Don't laugh. Poor electrics but otherwise very reliable, just enough power, light enough, manoeuvrable but suspension didn't have enough travel, and bones started to ache. New (MARZOCCI) shockers stiffened it up, just too much for a 29 inch inside leg and I graduated to a DR 200 which quite simply for me fulfils all the above mentioned criteria. The ultimate in comfort and ride height but it needed to be registered and made road-legal - no real big deal. (Speedo, brake light etc).

KIT

Tyres - always a controversial issue. What constitutes the main terrain? Grass/mud and loose rocks. Good self-clearing properties are therefore essential as is a reasonable degree of hardness. Thus fairly widely-spaced "oxo-cubes" are necessary which seems to steer us in the direction of moto-cross type tyres. Trials tyres simply do not clear the mud, but careful of the knobbles on wet roads. Pirelli MT16's front and rear were VERY good on both my bikes and I am currently trying out a harder YOKOHAMA rear. Carry tools - sufficient for tightening chains, undoing panels etc. spare levers and maybe even a gear change

lever are also useful. Bits of wire, tie wraps, light plastic tow rope, spare plug and, of course plug spanner complete the picture. Swiss Army penknife also does the business! Clothing must keep you as dry and warm for as long as possible e.g. Dunlop Industrial ribbed wellies with steel reinforced insteps and toe caps are vastly superior to the much more expensive leather and plastic, Enduro boots which generally let water and have non-grip soles. Thinsulated gloves in leather are essential. They should be of the type which is as waterproof as leather gloves can be. (Porelle? keep treating with NIK WAX). Face mask can double as a scarf, balaclava in reserve for winter squalls. Enduro helmet with its elongated visor and chinpiece also protects from sun,

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rain and the cold.

Jackets - waxies are probably ideal, but keep cleaning and reproofing, especially the trousers seat where wet mud grounds in. Breathable fabrics are much more expensive and will probably let water eventually. Long johns, jeans and Kagool bottoms with rubber bands made from slices of old inner tubes round the ankles are also acceptable.

Comments on your machine and kit, pros and cons and further tips welcome.

Jeff Snowden, West Yorkshire

NAME CHANGE?

What a good idea to start the debate for a name change from The Trail Riders Fellowship to something more user environmentally friendly. I think TRF300's article will have already generated many letters but I would like to add my support to his suggestion For the reasons stated I think using the word Roads has got to be a plus especially when what you and I do is too often described as Off Road. I look forward with interest to hopefully a continued debate.

Mark Phillips, East Midlands

P.S. Because it doesn't get said very often well done to the Editor and production crew. Keep up the good work with TRAIL.

A NOTE FOR DAVE LONEY

AND ANYONE ELSE WHO IS INTERESTED

Road & Tracks of Britain back in print.

New Book number: 1857973402

Publisher: Orion

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