

GROUPS

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

BRISTOL
George Pritchard, Tel: 01761 452606
2nd Mon, Warmley Community Centre, Deanery Road, (A420), Kingswood

CAMBRIDGE
Richard Palmer, Tel: 01353 88344
1st Thur, Golden Ball, Boxworth

CHESHIRE
Nigel Hockin, Tel: 0161 456 8270
2 & 4 Mon, 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 Tue., Enfield Arms, Broughton Lane, Altercliffe, Sheffield

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

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

EAST MIDLANDS
Graham Chinnery, Tel: 01332 863433
2nd Wed, The Chequers Inn, Main St, Braoston, 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 Wed, Kellingley Social Centre, Knottingley

GLOUCESTER
Wayne Little, Tel: 01452 611735
1st Tue, Painswick Institute, Painswick, Glos.

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

ISLE OF WIGHT
Mick Holbrook, Tel: 01983 866361
Last Thur, Liberal Club, Landguard Rd, Shanklin, IOW

KENT
Jeff Hayward, Tel: 01322 863521
2nd Tue, Pied Bull, Farmingham, Nr Brands Hatch

LANCASHIRE
Keith Westley, Tel: 01704 893215
1st Tue, 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 Tue, Stafford Arms, Bagnall & 3rd Tue, Cheshire Cheese, Buxton

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

NORTH WALES
John Mills, Tel: 01477 534425
1st Wed, Hope & Anchor, Ewloe Place, Buckley

OXFORDSHIRE
Pat McGuire, Tel: 01844 238414
3rd Thursday, Duke of Marlborough, 1.5 miles North of Woodstock

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

SHROPSHIRE
Mr. C. Ball, Tel: 01952 598092
2nd & last Wed, Cound Lodge Hotel, Shrewsbury Rd, Shrewsbury

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

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

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

SOUTH NORTHANTS
Trevor Gardiner, Tel: 01788 815927
2nd Mon, The Spencer Arms, Chapel Brampton

SOUTH WALES
Stuart Dodwell, Tel: 01446 710851
1st Thur, Welsh Institute of Sport, Cardiff, 8pm

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 Wed, Blacksmiths Arms, Swainby

THAMES VALLEY
Don Hoaglin, Tel: 01474 813977
3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex

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

WEST MIDLANDS
Dennis Hayter, Tel: 01527 23550
1st & 3rd Tue, Wilmcote Mens Club, Stratford on Avon

WEST SOMERSET
David Dyer, Tel: 01643 841139
2nd Wed, Anchor Inn, Exbridge

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

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

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



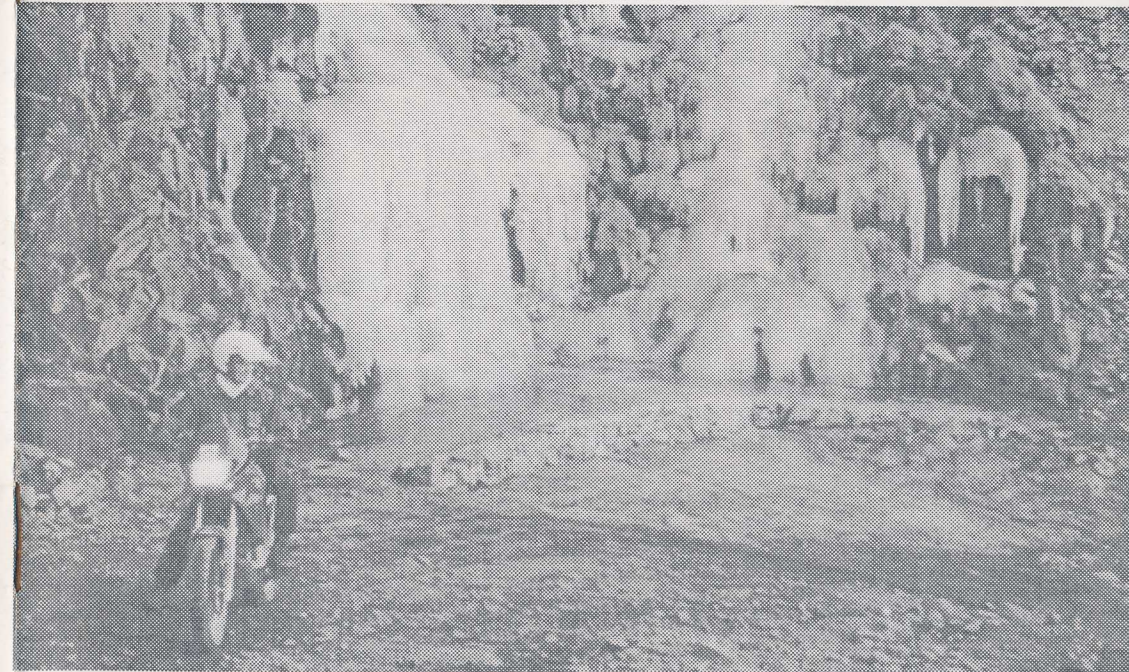
TRAIL

DECEMBER, 1995

No. 208

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

EDITOR: Mike "Nettlebed" Pedley.



Sani Pass at 8000 Feet. This picture refers to Wainwrights experiences. See Page 12.

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

CLASSIFIED

SUZUKI DR400 rolling chassis, £150. Phone Mr. J. Jones on 01969 622055 after 5pm. (North Yorks.)

KAWASAKI KLR250 "H" reg, no tax or MOT hence price £650. Michael Spence, 9 North Road, Holme, via Camforth, Lancs. LA6 1QJ.

DAVE COOPER BIKE RACK used twice, offers. Phone Mark on 01702 512010 after 6pm. (Essex).

XR250RP April 1993, 3500 trail and road miles only. Excellent condition, £2650 ono. Phone Allistair on 0191 5190003 (24 hour phone/answer phone/fax). (Tyne and Wear).

DT175MX Rebuilt 2 years ago. Good condition. Swap for small road bike, eg: 250 Honda. Phone Geoff on 0161 6002936.

SL125 Taxed and MOT. Recent rear tyre, exhaust, battery and chain. £300. Tel: 01200 24947.

CLEAR OUT of all my off road clothing, padded enduro jacket and trousers, Fluro pink Sidi MX boots and body armour & 2 Wulf enduro jackets, Scott race pants and shirt, loads of gloves, goggles, tie downs, brand new one piece Frank Thomas aqua pack (folds into bum bag), disc guards, Renthal bars, new grips, loads and loads of other spares and bits & pieces. Tel: 01287 660092. ALL must go.

YAMAHA DTR125 August 88 "F" needs work for MOT, £550. Also KIOS PW80, 3 years old, one owner, perfect £600, or swap either/both for dirt bike suitable for 11/12 year old, cash either way. Tel: 0181 301 2913 (S.E. London).

YAMAHA DT125R Excellent condition, 1994, low

mileage, £1600. Tel: Steve 01843 584427 (Kent).

KDX200 C3 1988 registered, "F" reg, some spares, £750. Tel: Graham 01737 553599.

HONDA XR200 engine in Yamaha monoshock motorcross frame professionally built, lights, road reg, MOT, low mileage, £475 ono. Tel: 01256 397629 (Hants).

XT350 1990 "H" regd, only 2900 miles, full power model, A1 condition, T & T, £1350, no offers, 01705 263323 (Hants).

FOR SALE DR350 Suzuki workshop manual, £18. DR350 Clymer workshop manual, £12. DR350 H/duty black fork gatters, £5. Renthal 14T front sprocket, £5.

Clutch/f. brake levers, £6. IMS H/duty gear lever, £6. Suzuki Gasket paste, £6. TY/WR Yam tail light, £10.

Orange disq lock £10. Enduro/trail tyres, please ring 01275 849993 (Bristol).

WR200 YAMAHA 1993 Very nice order, taxed, basically standard, w/shop manual. Fully road legal, £2150. Tel: Brighton 01273 882986.

WANTED SP370 front wheel with or without tyre. Can collect anywhere south of Stoke. Tel: Tim 01844 201394 after 6pm.

WANTED a copy of Riding The Green Lanes & Roads of Gt. Britain by Ian Thompson, anyone who has a spare copy for sale please phone Nick on 01604 701209 (keep trying as work shifts - weekends best).

FOR SALE 1989 KMX200. 18 inch back wheel. Spare 17 inch with road tyre. New knobbles. 'O' ring. Taxed & MOT. £975. Tel: 01457 872380.

EDITOR

Sometimes, I confess, it's difficult to find a subject for the Editorial. Yes, I can waffle with the best of 'em but if possible I like to be both topical and relevant. It's amazing how just reading the newspaper, a few motorcycle magazines and the odd trade journal usually manages to turn up something and, if all else fails there's always the excellent Byways and Bridleways Trust journal to fall back on.

Imagine my delight this month therefore, when not only were Motorcycle News running a trail riding feature but also the new 'Countryside Movement' (executive chairman, Sir David Steel) was launched on an unsuspecting (and in the main, uncaring) public!

And this is no limp wristed organisation. They hit where it hurts! 'While you're trying to save the Brazilian rain forest the British countryside is disappearing,' screams their full page ad. in most of the Dailies. Wow, why didn't we think of something like that?

Accompanying the blurb is a beautiful colour photograph of the Yorkshire Dales being ploughed up by a JCB. Some fabulous slogans follow:

...the Countryside Movement believes that those who live and work in the countryside are best qualified to look after it.

We will speak for millions of people living in Britain's towns who nonetheless recognise the countryside as our greatest national asset.

...for far too long their collective voice has gone unheard amid a crescendo of demands and protests from a tiny minority of the well intentioned but uninformed.

Are we in that 'tiny minority' I wonder?

So who are these people? Friend or foe?

Elsewhere in the paper we are offered a comment under the headline: 'Bloodsports enthusiasts launch £3.5 million advertising campaign to counter growing influence of animal rights movement'. The article goes on to explain 'The Countryside Movement, which is supported by some of Britain's richest and most influential landowners, drew criticism from the Ramblers Association and the International Fund for Animal Welfare. Both groups accuse the new movement of being a front for the bloodsports lobby and *those who wish to restrict access to the countryside*'.

So there we have it but, where do we stand? As these giants battle it out for 'our' countryside perhaps they just might forget (to restrict) the poor little TRF. No chance!

Motorcycle News? I'll save that for next month!

NETTLEBED

PS I now have a fax - the number is the same as my telephone.

MAGAZINE ADVERTISING

*DISPLAY ADS: Phone for rates:

Alan Wilkinson, 29 Christopher Close, Heckington, Sleaford, Lincolnshire, NG34 9SA.

Tel/Fax: 01529 460793

*Members Classified ads - 3 lines - FREE OF CHARGE/Trade £5

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

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Tel: 01291 650240 (weekends only)

MEMBERSHIP SEC. Graham Stratford, 38 Thornton Crescent, Old Coulsdon, Surrey CR5 1LH
Tel: 01737 553599

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EDITOR Mike Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe, Lancs. BB7 4JF
Tel & Fax: 01200 445657

RoW OFFICER Steve Neville, 19 Henley Deane, Gravesend, Kent, DA11 8SU.
Tel: 01474 332785.

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

REPORT ON S.W. REGIONAL MEETING

REPORT ON THE SOUTH WEST REGIONAL MEETING OF 4TH NOVEMBER 1995

The Autumn meeting of the TRF S.W. Region was attended by 19 members from 8 of the 10 S.W. groups, (apologies were received from the absent 2); a special welcome was extended to visitor Derrick Collins down from the East Midlands. Also at the meeting; National TRF PR Officer Mark Holland, Hon. Chairman elect Tony Stuart and Hon. Sec. elect Dave Clegg, all S.W. residents. A quick once round the table for introductions and suggestions for agenda topics produced a list of 23 items; cue a quick coffee break (with some rather scrummy cake courtesy of Sally Madgwick from Cornwall) whilst the chairman and secretary put the items in some sort of order.

The recent National AGM set the tone for the first discussion, with concern being expressed about rising subscriptions and falling membership. Many ideas were put forward for ways in which more riders might be attracted to join the TRF and for activities which might persuade them to stay. The S.W. Region was considered a valuable opportunity for groups and individuals to share their experiences and assist the process. We agreed to continue with the exchange of newsletters and the production of a yearbook; the latter, containing useful information about S.W. groups and their activities, is for circulation to groups, national officers, and those outside organisations we communicate with.

The concern expressed at the AGM about the lack of recognition extended to the TRF on the Ridgeway Code of Respect notices was considered. We understood that the TRF does not in fact have a representative for the Ridgeway Management Committee; a volunteer must surely be appointed if we are to make progress! Public Inquiry results are also giving cause for concern and received much consideration; it was felt the TRF could soon be faced with some difficult, and potentially expensive, decisions.

If all else fails the TRF is becoming increasingly popular with the endurance horse riding events. There is still further scope here for raising the awareness of horse riders about our activities and the rights of way situation. Whilst well established in the S.W. there did appear to be variations in what was expected of the TRF when assisting in different parts of the country; one of our 'experts' agreed to liaise with other TRF organisers.

Environmental issues were recognised to be an increasingly important and popular issue in many influential circles. Ways in which this subject could be given greater consideration in our own national policies were discussed; we enjoy a low impact activity and more people must be made aware of this.

The meeting was again considered a success by those attending, with an enjoyable lunch, scrummy cake and much trail riding chat. Many good ideas were put forward which, if adopted with volunteers found to develop them, could result in increased TRF effectiveness throughout the country and a reduction in the pressure against us. Copies of the full minutes will be circulated to TRF national and regional officers. They are also available to group reps. on receipt of an sae from: Peter Banks, S.W. Region Secretary, Quaker House, Ditchat, Shepton Mallet, Somerset, BA4 6QR.

INTRODUCING DAVE CLEGG - 1996 SEC.

As requested by both the outgoing Chairman and Secretary, a TRF'ing CV, and for you TRF'ers who don't know who the 1996 Sec is you might as well become aware of my TRF activities and aims.

- * TRF Member since 1984 and TRF Life Member since 1993.
- * Currently Chairman and Group Rep., Bristol Group.

Other Bristol Group Committee posts held since joining the Bristol Group 1989.

- * Group Magazine Editor
- * Secretary
- * Social Secretary
- * Received TRF Bursary Award for research into tithe maps held by Gloucestershire County Council in conjunction with Glos. Group RoW Officer.

Member of the Hertfordshire Group: 1984-89.

- * Hertfordshire Group RoW Officer.
- * Sat on the Hertfordshire County Council PROW User Groups Committee (for reasons known only to themselves Avon CC refuse to convene a similar body?).
- * Most memorable events while with Herts Group:
 - Dislocating finger on the Ridgeway - no ramblers involved.
 - Succeeded in getting 1976 TS250 up Walna Scar, (and back after a lunch stop at Seathwaite).
- * Currently attend, within the SW Region, DoE Public Inquiries and Court Hearings (s116) concerning PROW matters and give user evidence.
- * Liaise with Organisers of long distance Horse Events and All Terrain Running Races (and ride in) where TRF members act as marshalls.
- * Lead at least 4 TRF runs per year in Avon and further afield and ride in at least 10 other TRF Runs per year in Avon and other areas and with other Groups.**
- * Organise and/or attend the TRF Stand at various Shows: NEC M/C Show, Bristol Dirt Bike Show, Gwent Police Open Day, SW Classic Bike Show.
- * Give presentations on TRF aims and activities to other M/C Clubs.
- * Have been "trail riding" since 1972 in: USA, Japan, India, Greece, Eire, (still have the M/C used in USA & Japan: 1976 Suzuki TS250 - owned from new, and despite what some people might think, I am not opposed to Two Stokers just thirsty, pre-mix old MX'ers ridden irresponsibly!)

** BELIEVE THAT LIAISON, AND THE PROMULGATION OF PROW INFORMATION, BETWEEN GROUPS IS MOST IMPORTANT FOR THE DEVELOPMENT OF THE TRF.

Dave Clegg

EXPERIENCE AT A PUBLIC INQUIRY

A recent experience at a public local inquiry at Norton Malreward, Avon reclassifying a RUPP prompts me to urge all TRF trail riders not only to complete user records but to take photographs of users too, preferably with a data back camera facility giving the date.

At this PLI objector after objector said they had NEVER seen any vehicles or motorcyclists using the route. Fortunately, I found six colour photographs of TRF riders using the RUPP in 1984/5, clearly identifying part of the green road.

How's this for confidence by the Highway Authority? Avon County Council originally made an order to reclassify the RUPP as a bridleway then decided to ask the Inspector to modify the order to byway. This approach means a modified order will give rise to further objections and another inquiry. Fun, isn't it!

Gwyn Thomas

OBITUARY

On the 5th November 1995 Gilbert Taylor collapsed and died whilst competing in an enduro event near Banbury. He was 65 and had retired just four months earlier.

Gilbert was a keen motorcyclist, both on and off road. He rode in enduro and trials events around the country but he will best be remembered for campaigning a BSA B40 in pre-65 trials events.

The funeral service was held on the 11th November at the John the Baptist church in Cherington, the village that had always been his home. Friends and members of the TRF send our condolences to his widow and trials riding son.

Gilbert died doing what he really enjoyed, riding motorcycles.

Oxon TRF

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Weeks only in Summer.*

01535 644568

RoW NEWS

DYFED C.C.

Currently the Ordnance Survey are enclosing a questionnaire with Landranger 124 requesting views on changes and developments in the presentation of this map.

If any member has knowledge of lanes (of any description!) which "should" - in our opinion, appear on this map please forward OS references to myself.

We are particularly interested in "useage" (user evidence) records, condition details and other relevant information as to status, etc.

Finally, we are keen to hear of anybody who has already contacted Dyfed and the responses received.

(Further work will also cover adjoining Landranger maps covering Towyn/Machynlleth).

Send info to Trevor Wood, 88 York Avenue, Finchfield, Wolverhampton, WV3 9BU. Tel: 01902 26495 or Fax: 01902 22161.

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P.S. The company is owned by a bavarian called Footsie "but I hope you won't hold that against me!"

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TEESIDE AND NORTH YORKS RoW

I'll have to start this report off with an apology. Not everything that has gone on or been agreed can be revealed, as the rapport we are trying to build is at a delicate stage and I feel could be easily lost if all was revealed in print. Having said that I will discuss with individual members of the TRF any aspects of our dealings with North Yorkshire County Council (NYCC).

Firstly Fangdale Beck: the Traffic Regulation Order (TRO) stands, as is, even though the order bans mountain bikes. Minor repairs have taken place but no more repairs will be undertaken and neither will we press on in the courts with the Section 56 1981 Highways Act (compulsory order to maintain a highway) order served on the council.

Pockstones Moor: the current emergency closure expires as we speak, or as you read, with a permanent order taking its place. We hope the new order will exclude motorcycles. Representations are being made to the landowner in the hope that access can be gained to the moor to effect a repair to part of the moor.

Monkett Bank and Pockley Moor: any closures are likely to be 4WD only though I understand Pockley may have a voluntary restraint order on it so if your motorcycle has 4 wheels and tips the scales at a ton or over keep off!

Carr Lane: this is the forded lane, the west end is in Langdale, east end almost opposite Mount Misery. One of our 4WD safari school friends has been using this once delightful green lane 3 times a week for the last 18 months so needless to say it's a real mess. To NYCC closure is the only answer as money for repairs are allocated to the A1 or some other such minor road. If however (hypothetically) a user group was to repair the lane it would seem a complete waste of time if next day a 6 ton convoy of fee paying 4WD lunatics once more wrecked havoc, so goes the next communication to NYCC. Hopefully it should result in a selective TRO.

Arncliffe Cote: the farmer at the northern end is locking the gate by his farm. He has been warned by NYCC to keep the gate UNLOCKED but has to date refused to obey. However there is a gate to the side of the main gate which is unlocked. Use this one if the main gate is locked. If the farmer is on the scene I should warn you that trying to reason with him is a complete waste of time, many of our finest exponents of reasonable argument have tried to get our side of the argument over to him and been met with a barage of garbled rage.

Arncliffe Wood: this is nowhere near the previous lane, instead it's near Glaisdale in the North York Moors. The last communication from NYCC took the highly unusual view that ANY UCR in the county pre fixed with the letter G is probably only a footpath unless we can prove otherwise. I'm penning a suitable reply to this unusual method of RoW management meanwhile continue to use and enjoy.

TRAIL BIKE MAGAZINE

Yet another edition of this popular new mag has hit the newsagents shelves and as I rush to pick my copy I wonder if this time our TRF advert is to appear, along with telephone contact numbers.

As I thumb through the pages, every one of them aimed at trail riders, I become more and more disappointed, as flicking over the last page I realise that once again we haven't realised the opportunity this mag offers to promote our cause. (*Editor willing! - Ed*)

When is the TRF going to wake up to the benefits of advertising, or are we to see subscriptions increase again next year.

Remember there is no such thing as bad publicity.

Nige Hockin, Cheshire

AFRICA OVERLAND BY MOTORCYCLE

Departing February 10th 1997, I shall be embarking on a motorcycle journey across Africa. The trip will be about 10000 miles and 15 weeks.

I'm looking for up to five fellow motorcyclists to share this adventure of a lifetime with, so if you've got a suitably prepared large capacity single, a good sense of humour and a love for travel then join me.

Anyone who is seriously interested then write to me at this address: Gary Cooper, 4 Gleneagles Drive, Maidstone, Kent, ME15 6FH.

The bottom line - what will it cost? In total you're looking at about £3500 plus bike and camping equipment. All places are open to suitable applicants on a first come first served basis and are subject to a £250 deposit.

DIARY DATE

The BMF Rally on Sunday 19th May.

In a major departure from previous years,
Saturday 18th May - 12 noon until 5pm -
will be a MEMBERS PRIVILEGE DAY for BMF members only.

A BUYER'S GUIDE

XT350

My current mount, a superb trail bike very reliable, ex fuel comp, 65-70mpg even on trail, it feels heavy stationary but feels much lighter on the move (till it rolls over). V. good starter even when stalled, dropped, etc., good lights, good on road (85mph), forks bit wimpy (36mm legs) it can flex a bit. Rear shocks adequate (highly recommended).

TT350

Enduro version - better still but tall seat, low gearing and poor lights, but handles well and light, hard to get hold of?

DR350 (Enduro Model)

As above except tall and rock hard seat, highish off road fuel comp (can be 35mpg) a real BAS---D to start once dropped, stalled, etc. Better suspension than XT (43mm) forks, rev, rear shock (though fork felt horrible on rocky going), very torquey engine, (good).

KMX200

Good on road, good lights, lightweight, peaky power band, fuel comp 35-50mpg. Can boil up on muddy, rocky, going. R. shocks rubbish, easy to smash to pieces, rad scoops always break, side panels, clocks, etc., useless in deep water, throttle - sticks wide open (if yours doesn't, keep trailing the bike long enough, it soon will) no CURE.

DT175MX

(A cult trail bike) good first bike, lights poor, road top speed 67mph (45-50mpg) fuel tank too small on long runs, 50 miles then reserve, v. light and nimble, suspension fair for it's age, good through deep mud and water (recommended).

KMX125

As 200 but over heats faster due to smaller rad, suspension good on rocks (soft and supple) good for 75mph.

DTR125

V. good suspension, good lights, doesn't boil over, very tough chassis and

forks. Power non existent in restricted form, when unrestricted gutless bottom and mid range, with rapid (MX) type top end power (needs power valve kit - expensive) import 200 version would be nice?

IT175G

Light, good handling, v. tough, useless on road, lights (don't), poor fuel economy (no mid range power), needs regular ring replacement to keep reliable (don't bother).

KDX200E

V. good suspension, fuel comp good for type of machine 40-45 mpg trail riding (though premixing is a right pain). Power valves need regular replacing or cleaning every 6 months (check piston same time). Expensive to run in the long term, comp-2 oil, genuine parts must be bought, power valves, piston kit, gaskets, should be replaced on a yearly basis to keep engine in good condition, very low geared for road even with 14T f/sprocket, lights terrible, seats tall and hard, but reliable and tough as nails.

XR250R '86 on

Excellent off roader, tough engine, though needs regular oil and filter changes to keep long term reliability. Tough chassis and forks, light, 40-60mpg not a lot of low end power but revs out well, too low geared for extended road use (snatchy) and revy. Lights useless even in 12v form (spotlight). Overall an excellent off road and trail bike. Recommended.

All the bikes listed I have owned or have had extensive off road experience with. I hope the above helps you to decide which bike might suit you.

N. Evans, South Northants

THE WEST SOMERSET HOTEL

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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Contact us at:

**Swain Street, Watchet,
Somerset TA23 0AB.
Tel/Fax: 01984 634434**

NOTICES

TEESIDE AND NORTH YORKS TRF ANNUAL GENERAL MEETING

Our AGM is being held on the 3rd Wednesday in January 1996 where we hope to be able to elect a full committee of people willing to help in the running of the group. To date we've had 2 nominations. Leo Crone RoW Officer and Phil Fawcett Runs Officer. Which still leaves Chairman, Vice Chairman, Secretary and Treasurer. If any member wishes to stand for office you can stand for election on the evening so come and get involved!!

Meeting starts at 8.30pm at the Blacksmiths Arms, Swainby.

NORTHERN REGION MEETING

There will be a Northern Region Meeting at 8.30pm on Wednesday 24th January 1996 at The Hopper Inn near Harrogate on the A59.

A DAY OF BABOONS & A NIGHT OF BOOBS

WAINWRIGHT - PART THREE

After being high on the Drakensburgs, what else do we need? Trust Gail - go where she says. Under Rotax power, we turn northward into the sun. The last time I did this was one midsummer midnight; riding towards North Cape. But that's another story. We stay on dirt roads, keeping the massive escarpment on our left. A packet of biscuits and a can for lunch in a deep ravine and nature reserve. Amongst the wildebeest, zebras and baboons were the brightest coloured birds we'd ever seen.

After a good day's ride of 300km - half on dirt, half on tarmac - we arrived at Weenen. Here in 1840 the Zulus massacred a large convoy of Boer settlers - men, women and children. Weenen = to weep. Now a small farming community and a Nature Reserve. Here, we met our 4WD guide to Zingela. Wendy rode in the pick-up with our gear: I was sent on in front - I wouldn't make as much dust for them as they'd make for me. Here started the most enjoyable ride most of us will ever see - 28km of it. It starts innocently enough: through an orange farm; across their football pitch straight into a steep-sided, narrow river crossing: twists and swoops through bushveld and then a wide, fairly dry rock-bottom river; up a steep bank and a continuous climb with hairpins, onto a ridge. Across this high scrubland, to surprise ostriches and 3 giraffes; then ride gradually down over endless 3ft switchback rain-control gullies. These were very tempting to exuberate on - nice to get the front wheel high and often both wheels - but sometimes only the back wheel if I didn't read it right. On this stretch were various deer species, which we would learn to recognise in the next 2 or 3 days, when I would be let loose on this lane again. Before dark, I arrived on the wide grass bank of the dramatic Tugela river. Here I was met by Carl, an ex-pat. gamekeeper from Helmsley, North Yorkshire. He had a big fire going - it's winter down there you know - and coffee on. Some time later Wendy and the bags arrived, and she couldn't get her mouth closed. This could be her paradise. White-water rafting on the wide river, and miles and miles of Biosphere. (Get your word-book out). Hills everywhere, and more wildlife to find than we'd ever dreamt of. This camp was ours alone for 2 days, with two wardens and 2 cooks, w.c., hot and cold water, tents on hard standing, with four poster bed and hot water bottles!

We were up on a rocky peak at first light, amongst numerous, strange bird songs: spying on early-feeding Nyala, Impala and Kudu. More game stalking during the day - most memorable, a crocodile (one of a pair of four footers), who've found their way upstream from Weenen. They'll be bigger than 4ft after a season feeding on failed, white-water rafters! After dark, in the jeep, with a powerful lamp, we got much nearer to most things: Carl, driving and Rod, spotting. Most reluctantly, we had to leave on our 2nd morning, as someone else was booked onto our water bottles and to eat the food that we couldn't. Following that delightful ride back to Weenen, it was "back on our heads" and a tarmac blast to Shakaland and the Zulu 'Cultural Experience'. A savage-looking heathen with a twinkle in his eye showed us into our own Kraal - with tiled floor, ensuite bath and two double beds! After a great feed and a shower out in a thunder storm, there was a most remarkable display by a topless dancing troupe of both genders. Most athletic, colourful and exciting. I tell Wendy that good music can't be too loud. Do you remember that 3 cyl. 350 DKW at 12,000 rp.m.?

Shaka, now revered, was the most brutal warrior King of the small Zulu tribe, that, through him, became dominant in the 1820's. If ever you can get a copy of "Shaka Zulu" - watch it, or read "Washing of the Spears". I'll tell you more another time.

"Wainwright", West Yorkshire, Tel: 01535 644568

PS If you don't understand "back on our heads", ring me, then if you can afford to listen for two weeks, there's more and more to tell.

REMINDER

REMINDER TO ALL TRF GROUPS FM THE HON SEC GROUP AGMs

In accordance with the TRF Constitution, Para C4:
"Each Group SHALL hold an annual general meeting for the election of its officers and the group representative on the executive committee".

Although the TRF Constitution does not say "when" the National Executive would like to suggest that Groups hold their AGMs as soon as possible after the National AGM and, please, send the Group Officers names and titles to the National Hon. Sec. ASAP, after your AGM, thanks.

TRAIL Ed can then amend the back cover Group/Group Rep listing.

NATIONAL EXEC MEETINGS

Having got yourself a Group Representative PLEASE SEND HIM/HER to the National Executive Meetings. If your Group Representative has difficulties with transport to the National Executive Meeting let the National Hon Sec know and we will try to arrange some sort of "ride share" with an adjoining Group - the Group Representative, who will, no doubt, be only too pleased to have the company of another keen TRF'er while travelling to and from Solihull or wherever?

National Executive Meetings are held only 4 times a year and it is not mandatory that only the Group Representative attends, any "ad hoc" member can attend. But if the TRF is to be an effective organisation across the UK. All Groups should be represented at National Executive Meetings.

NEW MEMBERS

Since becoming "Hon Sec" I've had enquiries concerning TRF membership at the rate of 1 or 2 per day (kindly forwarded on to me by Jo Watson, together with a lot of other "stuff" - for which I am most grateful for her continuing co-operation with the TRF). If this rate of enquiries continues and these potential new members actually join the

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TRF we'll be on target for, and possibly exceed, our 1996 target. See also Graham Stafford's article.

CO-OPTED OFFICERS

There are already a number of Co-opted Officers doing valuable, and much appreciated, work for the TRF. At the November National Executive Meeting three more National Co-opted Officers positions were discussed, as follows:

NB Any TRF'er who volunteers for these posts should be willing to attend National Executive Meetings and AGMs because these posts are of national importance.

TRF REGALIA AND MARKETING OFFICER

Possibly, most urgently required, is the Regalia and Marketing Officer: Richard Tallon of the Bristol Group has decided that, after creating and doing the job for some years he wishes to pass it onto an enthusiastic TRF'er. Currently the TRF sweater/sweatshirt artwork is held by ? of Chippenham Wilts (and cost an £80 setting up charge). Ideally, someone who is a member of one of the Wilts Groups would be an ideal candidate. Willingness to collect kit from ? and store the TRF Regalia PLUS attend National Executive Meetings and AGM (in order to flog the kit to TRF'ers is important!) Please contact D.C. Clegg, Hon Sec.

D.C. Clegg, Hon Sec

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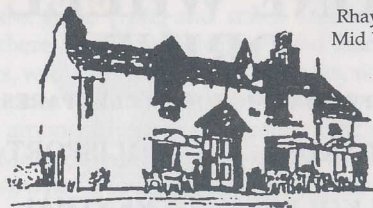
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LETTERS

FUN

Were you at the AGM? Trail Magazine has become downright depressing they said. You'd never think that trail riding was fun they said. I'll write a piece I said. Cornwall Group is off to have fun soon, I'll write about the fun we had on Exmoor.

We must be a perverse bunch, that's all I can say. As the rain hammered at the glass of the rattling windows I joined my fellow Cornishmen for breakfast. "Now we must get this right" stressed Steve, nervously twisting his napkin "if its number two who opens the gate, who is it who shuts it?" Discussion followed to the bewilderment of the more normal guests. We have been told off for our gate shutting abilities before. In Cornwall, the run leader usually opens and shuts the gate while everyone else has a fag and a chat. Not so in Somerset, and we had the yellow card last year.

Our run leader arrived. "You Get a Better Deal with Neil" proclaimed his van and proved to be so, as after layering on four sets of waterproofs, Neil Arnold led us out into what must be some of the best trail riding countryside around. Straight into the lane at Cornham farm which sweeps around the coombe, plunging down

to a fast flowing river, gradually climbing back to open moorland, and all coloured in with autumn shades. Water colour of course. Having impressed the South Wales group with our total lack of trail riding skill by filling an XT600 with water on the second lane of the day last month, we similarly impressed Neil by managing to get (predictably) less water into an MTX200 ...but only just. Half an hour later, by which time we were as wet as the man who had actually laid in the river, we set off again to leave the moors behind and to descend Southwards towards Dulverton and Bampton, slowly finding the red mud of Devonshire. Lane after lane we rode, the rain as relentless as the pace, a stop for lunch? No one wished to investigate the true extent of their damp spots, least of all Steve, whose jacket had cost only slightly less than my bike. Neil appeared to be stuffed

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with choccy bars anyway, and dehydration was not a risk.

You all nearly lost you New National Chairman mind, his non appearance at the end of a lane aroused little enthusiasm one way or another, Geoff finally going back to find him and his KLX buried in a bush. I've always wondered why he carries secateurs. The climb at Bury claimed several victims with its sharp rocky steps and steep sides. The rocks here are scored deeply by the hubs of cart wheels, how terrifying travel must have been then! Today, Tony managed cart wheels of a different nature. Neil handed us in just after dark, the last lane ridden in total darkness, the ford and cobbled climb out of Exford illuminated weakly by the headlights of the lucky souls that actually had them.

A bath, a lot of beer, food, skittles, crispy, filthy drying gear smuggled onto hotel radiators, trail riders tucked up INDIVIDUALLY in their double rooms (Tony made the booking, sound fishy to me, bit of an optimist is our Tony) with the promise of a dry day tomorrow. Heaven.

The rain lashed at the windows and whilst men who had sworn they would never eat again tucked into huge fried breakfasts, our hosts for the day arrived. Julian Bruford and Duncan Fish. Good name. Sterling types indeed, as dire weather warnings crackled on radios and reports of localised flooding came in, there is NO WAY these men would have been trail riding. Or would there? But they led us out, once more climbing up onto the high moors to ride for miles without touching tarmac, to have deer leap across the lane in front of us, to drop into Lynton, suddenly back into the 'real' world, where people aren't leaking wet and layered with mud. "Want to stop for coffee?" No, best not, keep going. Up Countisbury Hill, picking up the RUPP that hugs the coast to Porlock where we ascend Doverhay. There comes a time when people want to pack up and go home. For some it was yesterday just before dark, for some it was on seeing this morning's weather. For me it was half way up Doverhay, balanced on a rocky step with a bike that won't start. If you'd have offered me a knitting pattern and a comfy chair in exchange for my XR, I'd have taken your hand off.

But no-one did, and the mood passed and we headed for the Quantocks, riding lanes that had become rivers and sheltering in petrol stations for a snatch at a Mars bar and an envious glance at the inside of a car. Small pleasures became enormous ones, as Steve, the Tordi Tarres of Cornwall slid ignominiously into a brambled hedge at Carhampton, and again as our hosts stood waist deep in a swollen river while we used the bridge that they hadn't noticed ...We finished with the rocky climb at Lucott farm, Jordi sadly returned to form, but Des, Tony and Geoff delighting the crowd by firing it in a variety of ways.

Back to Simonsbath, all delighted to change into dry kit in a gloomy stable, then pack up, say an enormous thank you to Julian, to Duncan and to Neil and home. To discuss what enormous FUN it had all been. And it had!

Sally Madgwick, Cornwall Group

QUIET?

In Trail 205 the Chairman discussed the Environment Act 1995 and referred to the proposed phrasing "quiet enjoyment of the special qualities of those areas (National Parks) by the public - "This is a case of weasel words, "Quiet enjoyment" is a legal term applied to the occupation of property meaning the exercising of ones rights in the property without interference. As such, it remains a legal term, and can not be taken as having enjoyment, but not making much noise about it. Come to think of it, quiet enjoyment is what we do when we ride legal lanes.

David Edgar, Cambridgeshire

BEVINGTON WASTE

I was interested to read about the Bevington Waste case in the November issue of 'Trail'.

The Robinson v Adair case referred to by the prosecution (in Bevington Waste) concerns the obstruction of a metalled road on to some common land in Cornwall. The 'objector' claimed the metalled road was presumed to be a highway by virtue of Section 31 Highways Act 1980 since it had been used by vehicular traffic for over 20 years. The Court held that as the right to drive vehicles on common land was an offence, Section 31 would not apply as the law would not

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countenance the creating of rights which would be prohibited by law. Section 34(1)(a) of the Road Traffic Act 1988 prohibits the driving of vehicles onto or upon any common land.

It seems to me that the situation at Bevington Waste is different to the circumstances of *Robinson v Adair*. Whilst the Bevington Waste track was only shown on the definitive map as a Bridleway this does not preclude the existence of higher rights ie vehicular rights.

This principle was upheld by the Court of Appeal in 1991 in the case of *R. v. Devon CC ex parte Fowler* where the showing of a way as a footpath on the definitive map had not had the effect of extinguishing higher rights. Thus a track such as Bevington Waste can be shown on the map as a Bridleway but can in fact be a vehicular way.

Turning back to *Robinson v Adair* common land is common land but a Bridleway on a definitive Map can be a vehicular way if the required evidence is available. There is a subtle difference between common land and public rights of way and their "floating" status for the purposes of applying the principle of the *Robinson v Adair* case.

The idea that the making of the Definitive Map in 1953 in Worcestershire extinguishes higher rights is not supported by the *R. V. Devon ex parte Fowler* case. The user evidence for the track cannot therefore in my view be legitimately dismissed.

Section 34(1)(b) of the Road Traffic Act 1988 makes it an offence to drive a motor vehicle on any road being a footpath or bridleway. I presume this was the unlawful act which the prosecution were using to apply the *Robinson v Adair* principle. The user evidence alone may well be a defence as the definitive map status as a bridleway does NOT extinguish any higher rights.

Perhaps the answer is to apply for a Modification Order based on the previously submitted user evidence.

Robert Halstead

PS Apologies for the technical nature of the letter.

UPDATE ON MY LAST LETTER

Here is an update on my last letter (Oct. '95) and some more of the 'locked gate scenario'. I must thank Dave Loney (Yorks) and Ian Mills (Cambs) for their letters and information. Ian had similar problems on 104, he was 'up north' visiting in laws in Gargrave. He found a padlocked gate on lane 177, and someone had built a wall between two gateposts on 184. These walls are much more difficult to remove than a padlock! As Ian aptly points out in his letter; "...if the clutch of lanes around Denton Moor are legal, then the locals have effectively stopped anyone using them".

However, there is some good news. Dave Loney has written that the

contractor has given the code for the lock on the gate on lane 170L. The locks are to prevent theft of the contractors equipment. The lock will be removed once the work is complete.

I led another Lancs run this month (October) in North Wales. Mark Vipond and Andy Chislett arrived at about 9am at Corwen. I met these two irrepressible idiots (sorry ...very sensible, mature, level headed, pillar of the community types) earlier on in the year on one of Peter Knagg's Lancs Runs in Lancs. Peter set off from Salter Fell, he wanted to have the opportunity to ride it, as some of you may know, there is talk of TRO etc. anyway I'm digressing again. I would like to thank Mark and Andy for their companionship and friendship over the recent months. In fact if it was not for them this time, I would have had to ride alone. (Ian Wright was working, and Peter Knagg had trouble with transport). Am I using the wrong deodorant?

Are you sitting comfortably? I shall begin. The first lane strikes south off the A5 at (125)129430 for about 100 yds or more and then goes east through a farmyard (Carrog?). The RUPP continues east to join a small road running south from Glyndyfrwy at (125)144424. We met a gate in the farmyard at the start of the lane. Mark dismounted to open the gate. I heard a faint muttering in the background. It was then I noticed a naked (as far as I could see) farmer pointing his shotgun and leaning out of his bedroom window. I got off my bike and walked towards him. I said, in a calm and collected manner, that I could not hear him and I was taking my crash helmet off. I mentioned that I had a map and invited him to come down and discuss the matter. A few moments later he arrived at the front door (no gun, and partly dressed, a relief on both counts). He seemed a little irate but through a sensible discussion with some amiable Lancashire Lads he gradually calmed down. Here is a precis; "not a road/motocross bikes/bloody nuisance" ...'we use only legal roads/legal bikes, taxed, insured, etc.' ...'fed up/sheep stolen/bikers riding alloverthemountain" ...'sympathy, sympathy/just want to ride this road' ...'footpath/not road" ...'yes footpath/yes road explained RUPP' ...'complained to Tourist Board/Local Council/Country Side Commission, etc. etc.' ...'if you stop us we will seek advice/more publicity?/more motocrossers come? etc ...' (this didn't persuade him to change), "I would welcome an enquiry" ...The discussion became cyclic, so we left, after giving him a TRF card and a pamphlet. He still did not want us to go on so we turned back. As Falstaff says "The better part of valour is discretion". I also did not fancy riding for the next seven hours picking buckshot out of my rear end! Well, does anyone know this RUPP? Is it OK? Can we, should we fight for the right (of passage)? Mark and Andy say that they have ridden on another lane nearby. This one goes south off the A5 at (125)129430 again, then goes through a small forest and continues south. Near Moel Fferna it turns eastwards towards Cerriog Forest. Is this another legal road? I haven't got this marked on my map.

Before I finish I must give Charlie Morris some info. I've discovered a spare

set of photos (I mislaid them) of our day trail riding with your Gloucester group this year. If you want me to send you the photos, give me a ring on 01942 892700. (I haven't got your address).

Well ...that's all folks. Maybe my next run will go without a hitch. Now that would be boring! Or would it??

Alan Hodson, Manchester

PS A few of my friends and I would like to travel the lanes; 'Strata Florida', 'Grwynne Fawr', 'Gap Road' etc., etc.. I know there are some 'problems' with a few of the Welsh roads, so we would need some local help and advice. I think we would probably use the following maps OS135, OS147, and OS160. To make the trip worthwhile we will stay for the weekend. We would like to stay at The Cornhill Inn, which is regularly advertised in the Trail.

Are there any TRF members out there who are willing to help with some or all of the following: Map marking, Route advice, Timing/Length of the runs, local knowledge, lunch stops and petrol stops, etc. To make the weekend a success we need your help. Any help gratefully received (compensation by negotiation). Ring 01942 892700 eves/weekends.

THE 1995 SEASON ON TWO WHEELS AND FOUR LEGS

This years season started for me with an endurance ride at Wheddon Cross,

Exmoor. The organiser, despite considerable flack from a certain landowner, was determined that the route should use ROW wherever possible, rather than permissive routes. Thanks to problems created by the troublesome landowner at last years ride a meeting was called between various bodies, including the CLA, Somerset County Council, the BHS and Exmoor National Park (ENP). The ride organiser was adamant that the Bridleway in question should be used. The meeting proceeded until ENP offered to let the ride avoid the Bridleway by going down a footpath instead. Our organiser asked how the horses would get over the stile at the end of the footpath. The wardens reply was that they would erect a bridle gate for the event. She was horrified and the RA rep. was lost for words.

The ride went ahead and used the



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bridleway, all credit to the organiser.

This year's Golden Horseshoe route was planned by the ENP rangers and was somewhat disappointing, being on well defined tracks, with few exceptions, and a long way from the open moorland going that this ride has become famous for. The ENP rangers are planning the 1996 route - perhaps it will see a return to the traditional type of route.

In my role as South West Regional Horse Ride Co-ordinator I always stress the importance of riding as many ROW as possible, particularly in the quieter more unknown places. I do notice an improved awareness in ROW matters amongst ride organisers, especially the EHPS.

Some new rides were undertaken by me following requests. The first major one being Lake Vyrnwy in June. Owing to marking out and marshalling problems (without bikes) this ride was about to vanish from the annual lists (or was it just that no one could pronounce it well enough to find it...). Aided by Tony Stuart, Mark Holland and Jacky German we agreed to do the ride. Marking out seemed to take an age with us running out of daylight and tape concurrently. The ride went well on the day but while demarking I was horrified to hear from Raynet that Jacky was injured and needed an ambulance. I eventually caught up with Jacky AND Tony at Shrewsbury Hospital - BOTH suffering from broken appendages! I suppose that's what you get for teaming up with two two-stroke riders!

On this ride we had ridden wide open Welsh mountain tops, ridden round bogs, Lombard Rally sections of forest, past the giant Lake Vyrnwy itself and seen masses of wildlife including deer, hen harriers and a rare sighting of an osprey. At one point riding down a forested mountainside I had come around a bend and had to brake very hard to miss a massive buzzard dustbathing in the centre of the track. As its long, slow wingbeats lifted it skywards, it was for a few seconds only a couple of feet from my eyes. It seemed like a wartime Lancaster bomber taking off with an over load on board. Since my first horse event in 1985 this was the first time I had a fellow rider injured, and two in one go seemed untrue.

Cirencester the following month was approached with trepidation. Just over a week from the event I was told that an

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extra 50 miles had been added to the course to bring it to International status. We had 135 miles to mark and were two riders down, amazingly we coped and again the TRF came out with lots of thanks and praise for a job well done.

We were to suffer yet another injury. This time at the Alfreds Tower ride where David from the Dorset group came to grief and wrecked his wrist and finished his ride at Yeovil Hospital. Alan Banks and I completed the last half an hour of demarking in the dark - not a cherished memory.

After various other rides I ended the season with another new ride, The White Rose in Yorkshire. After several phone calls to Yorkshire TRF members I had no team for the event so decided to try a neighbouring territory. Choosing Lincolnshire I rang Alan Wilkinson. Alan came up trumps and supplied a team from Lincs, Nottinghamshire and even two lads from Hull. Having never ridden in that region it was particularly exciting for me and the scenery, company and terrain did not let me down. My spiritual home perhaps as almost all the bikes were 600cc or bigger, my XT600E no longer attracting comment!

On marking out day the weather was at its best, almost blue skies all day with ride day one the same. But that evening the gales and heavy rain came in. During the night from the comfort of my hotel bed I was awakened by the wind and lashing rain. We rode out of the hotel Sunday morning with the weather at its worst. Within half an hour we were soaked to the skin. By eleven it had blown out

leaving the weekend as it had started, blue skies and fantastic clear views. One of my favourite rides this year.

At all these rides I do whenever possible talk about ROW and the necessity to ride and preserve them. Organisers and riders ARE changing their attitudes, but it is a painfully slow process. Next year I am adopting a different approach to organisers who do not take any interest in ROW or who deliberately avoid sensitive areas and the politics involved. I will not help these people, the ones who go down a tarmac road sooner than use a bridleway over an irritable landowners ground. I shall tell them why I will not help.

I have been approached already by two regional ER groups to help them plan new rides. On my own I cannot do that, I need to know of local TRF people who will help. There is an important

message from us to ride organisers. They are becoming aware of increased pressure from landowners, National Parks and the National Trust. They are beginning to see that they have to make a stand on ROW matters.

Can you help in 1996? All I ask is that you have a reliable and quiet bike, preferably some map reading ability, but above all, commitment.

Norman S. Howard, Tel: 01300 341800

REPORT ON ISLE OF WIGHT GROUP VISIT TO EXMOOR

This will not be a normal run of the mill detailed account of a trail riding trip. It is more a recommendation of our hosts at Wootton Courtenay, David and Carol Dyer. I am not sure which we enjoyed the most, Dave's trails or Carols cooking!

On arrival early Saturday morning we were greeted with mugs of tea and biscuits, once we were all kitted up Dave provided a full day of brilliant trail riding, on returning to base we once again indulged in mugs of tea and this time home made cake.

Next on the agenda was a shower, bike maintenance would have to wait until the morning because most of us were worn out. The dinner that Carol provided was something else. We were treated to a really first class meal with wine thrown in. Carol must have spent all day cooking because all the food was home made, incidentally Dave makes a very good waiter!

Dave provided another excellent route on Sunday, I am sure there can be nobody who knows his way around Exmoor better than Dave Dyer. Again we were "forced" to eat home made cake and drink mugs of tea on our return to Dave's home. Alas it was late Sunday afternoon and time for us to say our farewells and head for the last ferry to the IoW.

In conclusion, our advice to anyone who is on a diet and looking for an easy couple of days trail riding, would be go somewhere else! On the other hand if you could not care less about your weight and want a really good conducted tour of the Exmoor trails, then we are sure David and Carol Dyer must be the best in the area.

You may think that this report sings the praises of our hosts too highly, but I can assure you that we all felt that Dave and Carol gave us the best weekends enjoyment we have had! Thank you both, on behalf of those who went, for all your hospitality.

Roy Groves, IoW

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