

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 Tuesday, Derby Arms Hotel, Witherslack, Nr. Kendal

DERBYSHIRE & SOUTH YORKSHIRE
Kevin Marsh, Tel: 01246 237910
2 & 4 Tue., Enfield Arms, Broughton Lane, Altercliffe, Sheffield

DEVON
Richard Ascott, 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, 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 Wed, Kellingley Social Centre, Knottingley

ESSEX
Aelwood Finch, Tel: 01245 329118
2nd Wed, The Swan Public House, Great Eastern, Nr. Dummox

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

HERTFORDSHIRE
Colin Adlam, Tel: 01727 875618
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, Farningham, 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
1st Tue, The Beamish Mary, No Place, Co. Durham

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

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

PEAK DISTRICT GROUP
Phil Sadler, Tel: 01332 344495
1st Thursday, 8pm, Travellers Rest, Ashbourne Road, Derby

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

SHROPSHIRE
Lynton Powell, Tel: 01743 358423
2nd & last Wed, Cound Lodge Hotel, Shrewsbury Rd, Shrewsbury

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

SOUTHERN
Russ McDermid, Tel: 01703 812371
3rd Wed, The Ship Inn, Owolesbury, Nr. Winchester

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Brian Wright 0181 686 3458 Wed/Sat or 01797 363373 Sun/Tue
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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
Richard May, Tel: 01787 374073
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 523550
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, Throwbridge

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



TRAIL

JULY, 1996

No. 215

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

EDITOR: Michael "Nettlebed" Pedley.



West Yorkshire Group on Green Lane Clearance Weekend. Refer to page 18.

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

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

EDITOR

Hey! - this month, no controversy, no doom and gloom, no public enquiries, not even any new abbreviations - just get out there and ride those trails whilst you can!

We are a little short of contributions to TRAIL however and particularly photographs. We do have a number of photos but sadly most are not really suitable for reproduction, usually because the subject matter is too small in the frame or the contrast is poor (remember, red and green are the same colour in black and white - if you see what I mean). So next time you go out why not take the camera. Just think what a thrill it would be to see YOUR photo on the front of TRAIL!

In fact, I'm feeling so positive this month that I am actually going to give a free roll of film to the sender of the best photo received before the next issue comes out. Not only that but the film will be the new Kodak Ektar 1000 ASA, it's so fast you could point your camera up the silencer and take a photo of your exhaust valve!

Finally, would anyone care to send the Editor a copy of "TRF Strategy for Green Lanes" please. I've been asked about it and I've never even seen it.

NETTLEBED



The 'Weasel' poses in front of one of the new Manx Greenroad signs (TT Week 1996)

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Group News

SUFFOLK

We had another evening run on 14th June. I say we, it was...just. Me and Chris Broster all the way from Cambridge - he says he prefers the Suffolk countryside. We had a very pleasant run looping from Sudbury up to the A45 and back. The bikes were well matched, my XT550 and his XT600. I'm always amazed by how much better the suspension is on these more modern bikes. The 550's a monoshock but it feels like a rigid compared to the 600 - maybe it needs replacing. Chris wants something lighter, so he should be on a Serow for the next episode. Will anybody else dare to venture out? Watch this space.

The last meeting was somewhat affected by the clash with England v Germany. Well done those who did go. I'm afraid I didn't make it due to pressure of work...honest.

A mixture of members and non-members are still plugging away with the horse events. At the last one they were kept busy retrieving lost riders because of confusing arrows from a previous event.

Suffolk CC are still awaiting the decision on the Otley TRO PI, it will probably decide SCC policy for the future. Reading the decision on recent reclassification PI, I was concerned at the stress on 'conclusive proof' rather than 'balance of probabilities'. Surely this is wrong, but can anything be done? Also some members were dissuaded from objecting due to the fear of having to pay costs if they then did not attend the inquiry. Is there any basis for this fear or is it just scare tactics?

Good luck to the new Norfolk Group, lets hope this signals a revival in East Anglia. Please contact me if you want any assistance, perhaps we could have some joint events/runs/ meetings.

I was interested to see the reports of lane clearing in Gloucestershire in last months mag. A battle is brewing in our village over an old roman road which SCC have put forward for Byway status. I have annoyed some of the local dog walkers by clearing a path and then using it on the bike. There is talk of downgrading it (how?) and the usual arguments about surface damage, effect on wildlife, 'scramblers' racing up and down and a common excuse round here - dangerous junctions at each end. We are now awaiting a PI which will probably not be next year due to the backlog.

Apart from the attractions of (tarmac) road riding and 4WD driving, we do seem to be affected by the state of the nation - another 2000 redundancies reported today! Those members in jobs are under pressure and are having to work longer hours, those without jobs can't really afford trail riding (or even membership - what about a cheaper one for the 'unwaged'), those running their own business are just busy trying to keep it going. I'm sure this is a new phenomenon, things were much easier 20 years ago, I wonder what has caused the change?!

The next run is scheduled for the evening of the 14th August. Again give me a ring if you want to ride - this will be the last evening ride, those nights are drawing in again.

Richard May, Suffolk

CHAIRMAN'S REPORT

We seem to have a lot of members writing to TRAIL with strong suggestions as to whether we should have two or four stroke bikes, trials or

enduro tyres, boring old Barbour gear or something a bit more bright and modern, etc. Surely all of these are matters of personal choice and providing we use properly silenced and fully road legal bikes there should be no objections. I am concerned that some should see us as having a dictatorial attitude - this should not be so.

On a similar subject - competition numbers displayed on bikes being used for trail riding. We have always gone to lengths to stress that our hobby is non-competitive, so displaying competition numbers may well give some people the wrong impression. Please therefore use discretion if this applies to you.

With the apparently increased pressures to reduce our countryside access I think it becomes increasingly important to work together with all types of user groups, as well as farmers and landowners, to achieve the greatest benefit for all. If there is currently no opportunity to collectively meet other user groups within your County, why not take the initiative and get them together for an initial informal meeting. It really does work.

Public relations is an ongoing softly, softly, catchee monkey thing, and cannot all be left to our National Public Relations Officer. Every opportunity must be grasped to let people in all walks of life know who - and what - we are. That way they will hopefully understand and respect us better.

The question is often posed as to what the advantages are to a trail rider to join the TRF. Here are a few: *Fellowship* (good old word that - but very descriptive of the general attitude prevailing amongst members). *Informative monthly magazine*. *Regular runs* - both locally with your own Group and in other areas with their local Groups. *Protection of vehicular rights of access* to the countryside and National TRF support in defence of those rights. Also *opportunity to work with other organised bodies* with similar aims to achieve our common goal.

As you will have read in the last TRAIL, a meeting set up to try to form a Southern Central Region was cancelled due to lack of interest. I would ask that Groups who have reservations about joining into a Region read the Regional News in June TRAIL. The value of Regions is well summed up by Sally Madgwick who says that Regional Meetings provide an opportunity to discuss Regional issues and act as a forum for ideas to be presented to your National Committee.

We are supporting a member of the Derbyshire and South Yorks Group who has been prosecuted for using a lane shown on the Definitive Map as a Bridleway, but for which the Group have very strong evidence of the higher status. He was advised by the Police and the Crown Prosecution Service to plead GUILTY and was told that he would not be fined, but would have to pay £30 costs! We have strongly advised him to plead NOT GUILTY and have told him that the TRF will have him represented at the Magistrates Court and will pay any costs. Obviously we will let you know the outcome.

Tony Stuart



Motorcycle Airbags - coming soon!

Airbags for motorcycles will be promoted at the Enhanced Safety of Vehicles Conference in Melbourne Australia on 13-17th May. Dr. Brian Chinn of the Transport Research Laboratory (TRL) will be presenting his latest ideas at a special session on motorcycle safety.

However, among other worrying factors, motorcycle industry research shows that airbag use on bikes can actually break a rider's neck in accidents.

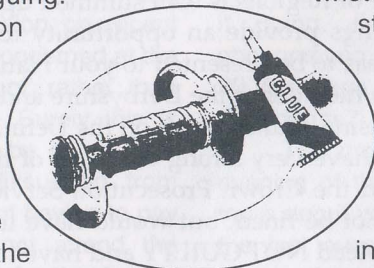
The UK based TRL became famous among motorcyclists when Dr. Chinn's compulsory leg protector proposals were defeated amid accusations of scientific fraud by a former colleague; a 25,000 strong protest in Hyde Park (London); and the removal as Transport Minister of Peter Bottomley following a 117,000 signature "Bottomley Out" petition.

FEM's Simon Milward, who is flying to Australia for the conference, commented, "Rider safety is assured by addressing accident causes, not consequences. The TRL has spent £10m of taxpayers' money on researching secondary rider protection devices but has so far produced no credible results at all. Money should be spent on realistic road safety initiatives, like education. The worrying thing is that there are already proposals for airbag standards in European law. See you at the Euro Demo on 31st August". Milward will be joining the Motorcycle Riders Association of Australia who plan to put Dr. Chinn's shadowy past in the public eye.

For complete information on airbags see FEM's home page on the internet:
<http://dredd.meng.ucl.ac.uk/www/mag/fem.htm>

SAFETY WIRE GRIPS ON HANDLEBARS

Loose grips are dangerous and extremely fatiguing. Prevent this situation before it happens. First glue the grips to the bar. Then use aircraft safety wire wrapped twice around both ends of the grips. On the inside thumb end, wrap the wire around the grips twice and twist the ends together tightly. Cut off



the extra wire, leaving half an inch of twisted wire, and push it straight through the grip stop. On the outside ends, position the twisted end at 8 o'clock when viewed from the end of the handlebar. Leave only quarter of an inch, and push it down fully, catching the end under one of the wire loops.

Riders in the Skye???

It's eight o'clock on Thursday morning, and Bill's late. We are about to drive 500 miles, Shaun, Melvyn, Alex and Adrian have just pulled away to the M5, but where's Bill with the second hire van. He arrives at 8.30 a.m. with the excuse that Mark got up late. Anyway, fill up with fuel and lets be on our way. The journey was uneventful. That is apart from Mark stopping to buy a new blouse (sorry, battery) in the middle of Glasgow, and later getting a three nail puncture near the Bridge of Orkey.

The Skye bridge is very impressive, as was the toll of £5.20 each way. We were crossing it at eight o'clock that evening and arrived at our weekend home, the Sheilings Guest House, Torvaig, by about 9.30 p.m. after fish and chips in Portree.

The first morning set the seal for the whole weekend. A small amount of snow had fallen on the distant Cullin hills overnight, the sky was blue and dotted with white fluffy clouds and there was hardly any wind.



Our first off road was an old unmetalled road down the side of one of the hills which had been washed out about half way down. The boulders in the wash-out had Trudi on the floor as our first "victim" of the day. Out over a small stone bridge and onto the shore of the loch -

because it was low tide and it was more fun. The next off-road was 15 miles away by road at Broadford. Fuel was checked here because we were going to be off-road for at least two hours. Local knowledge meant that I knew the shortest way to get where we wanted to go. A small hop (for some) across our first bog had us going around the side of the hills to the deserted village of Borerig. The route took us over a couple of hills and through many bogs, Adrian's first plunge (AoT) giving everyone except Adrian plenty to laugh at. At one point we had to use a narrow ledge no wider than 4ft to go around the side of a fairly deep gorge - not for the feint hearted. Everywhere we went the view, on arrival, was worth the effort and this was no exception. Riding down from the hills onto a deserted ancient village,

whose inhabitants were probably shipped off to the Americans during the clearings, on the grassy shores of Loch Slapin was an inspiring sight. We took off a few garments and relaxed for half an hour before playing "How steep can we climb" and then returned by the same route back to Broadford for more petrol and a lunch stop.

After lunch we really got stuck in. Into the Forestry land at the back of Kyleakin to climb mountains. This was serious, lots of people were falling off/down with their machines and the terrain was like nothing anybody had ridden before (except me of course). One long climb had at least eight out of the twelve of us crying for help. Trudi attacked the climb at full throttle on her 125KTM and flew up it to a collective cheer. Melvyn carved a good slalom route, including a knot he appeared to be making with his tyre tracks. Neill's 610KTM, accompanied by a great roar and peat being slung 50ft into the air, buried itself to a stop three times at the same place, and commenced making tea - well the water was well and truly boiling! Various people rode various other peoples bikes, pushing and shoving to get everyone to the half way point. Neill's KTM, on the other hand, was dragged up the 45 degree incline with a dead engine, on a rope by four stout people pulling and another four pushing. Goodness that was hard work. Once everyone had cleared the second part of the climb the going became easier for everyone apart from Alex, who decided to choose a different line

through a small trench bog, and promptly lost his front wheel and came to a very abrupt halt. Out of the forest and on to the mountain saw us crossing more boggy ground and starting to pick our way up the steeper heather covered slopes (not always with success). Shaun and myself pulled a long way in front of the others and were approximately halfway to our target when I realised I had broken my main engine bolt and the engine moved an inch vertically every time I let the clutch out. It must have been something to do with the boulders we were hopping and climbing over! Deciding to abandon the climb and return to the others Trudi appeared on a lower rise and determined to join us. We all three then made our way back down to the rest where we discovered that Melvyn had also had a problem. His

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chain had jumped off and jammed around his front sprocket. Once everyone was ready we made our way back down to the forest and then on down to the road. We decided that a meal at The Crofters Kitchen was well overdue and all piled in. After the meal Adrian's legs were giving him problems from colliding with his handlebars and Steve's back was giving him stick. They decided to ride the 30 miles back to Portree without any off-road excursions and set off together. The rest of the group made it's way back to Portree, going back up the washed out road and playing in one of the many streams in the vague excuse that we were cleaning off our bikes. Melvyn, on the other hand, was testing the effective range of this headlight under water! Our rather long road journey back to Portree was the only time it rained all weekend, and boy did it rain - it hurt!

Our second day got off to a slower start, some went down to Portree, some went to 'play' on 300 acres which we were given access to, and Paul (the landlord) and I set to welding two bolts together to replace my broken engine bolt. Miraculously the spacers had stayed in the sump guard and were ready to be re-used. Repairs accomplished we all got ready for another day out. This time around the centre of the island, which were new areas for me as well. We headed up a track by the famous Lealt falls and into the mountains again. The track gradually diminished until we reached a small loch at the foot of the hills. Having managed to find our way around the loch and across its feeder streams we made our way

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into the mountains. The climbs were very steep but not enclosed with trees and soggy like the day before. At about 260 metres above sea level some of us were finding problems with grip and determination to go any higher. That left Shaun, Melvyn, Alex, Trudi and myself to try and go as high as

we wanted. After a couple of detours to get around rocks that looked fairly small from a distance, but turned out to be the size of a door when you got to them, Melvyn was the first to the highest point that it seemed safe to go to without the use of crampons or a pukka trials bike. We joined him and sat to eat our Mars bars and marvel at the view. We had got to a height of 430 metres and the loch we had ridden round earlier was like a postage stamp. Such was the gradient we were on that you didn't have to lean your bike over very far to rest the handlebars on the ground! After a well earned breather we cautiously descended back to the others. When we got there Shaun realised he had a front wheel flat and set about repairing the tube. Probably the highest puncture repair ever made on the island! Rather than retrace our steps we decided to go back along the dismantled and long since used railway line from the old diatomite mine at the foot of the mountain. All the small bridges had long since vanished so at every stream or bog crossing we had to find our own salvation. This varied from jumping the gap, riding into the gap and out, walking the bike, or finding a route around the bog. By the end of the day most people had tried most of the ways. The distance we travelled on the old rail track was probably no more than 5 miles or so, but it took us the best part of three hours. We decided to finish earlier that day (6 o'clock) and go into Portree for a good meal and a few beers.

Day three was still holding onto the amazing weather as we set off for more new areas. We started with a very long forest track that didn't have any steep inclines for a change, and then into some forestry land. Because there was no through route we decided to make one by going across country to join another track that we wanted to ride. Now forestry trails are not easy to ride once you are off the access roads. They deteriorate into large mounds of peat which has been dredged up to form drainage ditches. The course grass grows on them in large

clumps and the heather fills in any gaps. So anything that looks reasonably flat from 10 yards is in fact the top of the mounds with 3ft deep gaps between them. This makes progress very difficult for people with heavy bikes or of average riding ability. So much help was needed to get us all safely to the shores of the loch we wanted to go around. A much needed break was had by everyone and Bill was glad to rest his back, which he had strained whilst heaving his bike out of one of the ditches. Making our way round the loch, sometimes in it, we found our way to the small river which flowed into it. This was our marker for the direction we wanted to go in. If we kept on this bearing we would meet our track we wanted in about three miles. No road signs or way marks where we were! Crossing many bogs and rescuing Adrian, who got stuck in one, we eventually saw our track in the distance. We made our ascent from the hills and within 500 metres of the track saw a shepherd watching us, with his dogs. I made my way over to him (quietly) and asked if we could use his gate to get onto the track. He was most surprised to see us all and made comment about his sheep on the hills. I assured him that we hadn't worried them and that we were all used to riding around animals. He had no trouble with us using his gate so we all moved off quietly. We were all ready for a meal by now so we rejoined civilisation and rode to the nearest restaurant. Petrol was also needed and a large scaffold tube was taken to Neill's centre stand to stop it rubbing on his rear brake hose.

The last trail was a very long 'find it yourself' over some open moorland and most of us fell foul to the bogs in one way or another, Neill doing more so than most though. All the time the weather had been brilliant and I'm sure most of us had improved our riding skills over the last few days. But now it was back to the 'playground' for some of us for photos and a last ride around, whilst others had had enough.

All the bikes were power washed, thanks to our landlord, and laid up to dry overnight before loading them all into the vans to begin the long drive home. There are still some trails we hadn't ridden so perhaps we will just have to go again ... any takers?

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If you are interested in taking on the role of LARA Respondent in one of the areas listed above, please write to, or call: Caroline Garfield (LARA's Motor Recreation Development Officer), PO Box 9, Cannock, Staffs, WS11 2FE, Tel & Fax: 01543 467218, or Tim Stevens (LARA's Information Officer).

ROW OFFICERS REPORT

I had thought that there were three ways in which our legal rights to use green lanes are compromised; TROs, extinguishment using the Highways Act 1980 section 116 and RUPP reclassifications deciding upon bridleway status. Surrey CC have come upon another permutation using a DMMO under the Wildlife and Countryside Act 1981 section 53(2) to reclassify a BOAT as a bridleway. Can they do this? I think not.

Surrey

A couple of months ago I mentioned about a BOAT through the Hurtwood. Surrey County Council have taken it upon themselves to downgrade this following complaints from the Hurtwood Trust that, *shock!*

horror vehicles have occasionally used the route. I do not believe this process is even legal. I have used the lane over about 15 years, even once being accused of being a communist by the Hurtwood Ranger (to which I enquired if he was a fascist?) Object to Surrey County Council: Mr. G. Lamb, Surrey County Council, Highways and Transportation Department, County Hall, Kingston upon Thames, Surrey, KT1 2DY.

Buckinghamshire

Bucks have very few BOATs but have what they call greenways, whatever they are. They are now proposing to extinguish vehicular rights on a whole network of unclassified roads in the parishes of North Crawley,

Clifton Reynes and Lavendon. UCRs 487, 572, 489, 474. If you have ridden these, or know anyone that has, let Chris Hurworth know on (01494) 446198. I guess that the real reason is to stop 4WDs from using the roads. Write to Bucks CC to find out what is happening: Mr. A. Lambourne, Buckinghamshire County Council, Planning and Transportation, County Hall, Aylesbury, Bucks., HP20 1UY.

Berkshire

Berks CC are pushing for a voluntary restraint by 4WDs on RUPP 9 Fawley/3 Great Shefford due to damage in a wooded and sloping section. VRs are in action over Byways 23, Beedon, 12 Farnborough and RUPP 8 Catmore. They are promoting TROs on Byway 36 Chievley and RUPP 20 Bucklebury but fortunately (for us) this is only to include "motor vehicles with four or more wheels". Just watch out in case they miscount and make it two or more. Write to: Ms. R. Barnett, BABTIE, Shire Hall, Shinfield Park, Reading, Berkshire, RG2 9XG.

Shropshire

We are going to the Ombudsman over the TRO on Stapeley Hill.

Kent

I've been wanting to serve a HA80 s56 notice for a highway out of repair for some time. The last one was repaired before I got around to it. The TRO/Oldbury Lane byway fiasco has precipitated a notice served on KCC for lack of maintenance being used as the excuse for a TRO. Next step is the magistrates court.

British Horse Society

The BHS have produced a policy on use of byways/unsurfaced highways. For the most part it gives a very balanced view of vehicular usage of green lanes. 4WD use gets some

criticism but improved liaison is encouraged with motorised users. All this is good stuff and the PR we do on horse events has probably paid dividends. Copies available from: British Equestrian Centre, Stonleigh Park, Kenilworth, Warwickshire, CV8 2LR.

Country Landowners Association

Have just produced their Access 2000. This builds on their previous "A Better Way Forward". A brief scan of the document suggests that our activity pales into insignificance compared with the Ramblers' *Right to Roam* proposals. Lets hope the Ramblers Association continue to promote this idea to keep the flak off us. Copies from: Country Landowners Association, 16 Belgrave Square, London, SW1X 8PQ. They even have a Web page: <http://www.paston.co.uk/cia/clahome/htm1> Ours is coming soon.

CAMBRIDGESHIRE

The Denton and Glatton RUPPS and BOAT, which last year and earlier this year had so much media attention are being considered for permanent TRO's. The reason given was that the high level of publicity surrounding the court case would result in increased interest and consequent use and further damage to the already rutted surfaced. If justice is to prevail, please write to: Mr. B. Stinton, Cambridgeshire County Council, Transportation Department, Castris Court, Shire Hall, Castle Hill, Cambridge, CB3 0AP; to object to this unnecessary order. At present there is a temporary order on these lanes.

Book Review

With reference to the front cover picture of TRAIL No. 207 and those of us who have an interest in historic m/cs and their usage I recently acquired a book titled:

MOTORCYCLES OF THE WEHRMACHT

A PHOTO CHRONICLE by Horst Hinrichsen, translated by Dr. Edward Force
Published by: Schiffer Ltd., 77 Lower Valley Road, Atglen, PA, 19310, USA, ISBN: 0-88740-685-8

As the title implies there are lots of pictures, all black and white, many of them action (and "in action") shots of BMW's, Zundapps, NSU's in the late '30s and early '40s. There's even a picture of an Ariel and a Norton. The book is not, to pinch a bit from the forward; "A long winded chronological portrayal of all cycles that saw service, with all their technical details", this formulae has been well published already and was deliberately avoided, according to the author. In fact, it is anything but chronological and does dodge about from one "campaign" to another and does not dwell excessively on the problems and horrors of the era. (At least we won that one! - unlike our supposed national game, football).

The lack of continuity is about the only criticism I can make, other than cost, in hardback form, approx. £17.50. The translation from the original German makes for

amusing reading sometimes. Also, I can only assume Dr. Force is not a motorcyclist or stuck to "direct" translation and occasionally into "American" (sorry, Barry) with such words as fender - so even readers of Dirt Bike shouldn't have any problem, plus there's lots of pics anyway, approx. 250, including some personal "snaps", as opposed to professionally taken propaganda or posed photos. What was interesting was the similarity to some TRF outing photos I have seen with m/cs being manhandled through crankcase deep mire, punctures being repaired and groups of obviously knackered riders, some even drinking beer - from the barrel! (but the caption omitted if it was a Real Ale).

*D.C. Clegg, National Hon Sec, Tel/Fax:
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66 kilometre rough stuff ride on Saturday, May 25th, 1996 by Audax UK.

•••• NEWS RELEASE ••••

from the Institute of Public Rights of Way Officers

RAMBLERS' DEMAND CRACKDOWN ON FARMERS

Ramblers told local authority staff to take more landowners to court, at last Friday's annual conference of the Institute of Public Rights of Way Officers in Chester.

Guest speaker Kate Ashbrook - Ramblers' Association Chairman - said: "The illegal ploughing and cropping of public paths is still the most widespread crime in the countryside.

"Councils must get tough - they should prosecute those landowners who break highway law.

"In my home county of Buckinghamshire, the county council has carried out at least 16 prosecutions in the last six years. Now farmers know they cannot get away with abusing paths".

The Ramblers' are demanding urgent action because IPROW's recent survey shows that most local councils will not meet government deadlines to protect the 120,000 miles of public paths in England and Wales by the year 2000. The estimated national completion date is 2024.

Many officers also claim their bosses and councillors are covering up the problems.

And so in his keynote speech, IPROW President Richard Welbourn said: "Local authorities must stop misleading path users [and byways users (Ed.)] and landowners about the massive backlog of work. It's time to tell the truth and accept the consequences".

One of the major problems is that attempts to protect ancient rights of way - and show them on maps - get bogged down by cumbersome laws and lengthy public inquiries. As a result, thousands of paths and tracks will remain disputed

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and obstructed well into the next century.

Alan Kind - Chief Executive of the Byways and Bridleways Trust - claims this problem is aggravated by badly trained government inspectors, who hold crucial public inquiries to decide whether a route is a footpath, bridleway, or byway.

He told delegates: "Having studied inspectors' decisions, it seems to me that you could achieve as much consistency by throwing chicken entrails into the air and watching how they fall.

"One case is still not resolved, despite three public inquiries, one visit to the High Court and a phenomenal expenditure of time, effort and cash. I believe public inquiries are no longer tribunals for the ordinary man and woman - the system, as originally envisaged, is failing us".

Kind also believes experienced officers - and not local councillors - should decide whether to try and register ancient routes claimed by the public.

He said: "I hesitate to say that all elected member involvement is an expensive 'jolly', but does it really add much of value to the process for all the time and expense involved?".

The Institute of Public Rights of Way Officers - formed in 1986 - represents over 280 countryside access practitioners in England and Wales, employed in both the public and private sectors.

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BMF NEWS

WATERMAN WATERSHED

In moves to avoid a re-occurrence of last summer's police blockade of Warwickshire's famous bikers' pub, "The Waterman", a unique 'Bikers Charter', has been drawn up following a series of meetings between the BMF, Warwickshire Police, local residents and the publican.

Focusing on the concerns of residents and the police, the charter is designed to curb irresponsible, sometimes dangerous, nuisance behaviour, while retaining a popular meeting place for the majority.

Significant points are:

- Notices displayed requesting: a 1,000 bike limit
- No excessive noise
- No wheelie pulling
- No donuts
- Observation of speed limits

- Display of a black-list of rule breakers
- 11.00 p.m. closing time to be strictly observed
- Employment of extra marshals
- Improved collection of litter and glasses

Following agreement to the measures, the BMF's spokesman Jeff Stone said: "We would have preferred to have had no restrictions but recognise that local residents and the police also have a say. These measures should mean that the actions of the few cannot spoil it for the many".

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Front cover piccy

The weekend of 23/24th March was declared by LARA as Green Lane Clearance time.

The West Yorks. Group set about the big beech tree that had fallen and obstructed the Roman Road, 1 mile east of Skipton.

The tree had been down a couple of years or more, on common land and no-one else was going to move it. In little more than an hour it was nicely tidied up and left logged for anyone wanting firewood.

We all know of obstructions like this up and down the country that would benefit from attention. Should we have more days out like this?
Wainwright

1996 NATIONAL ANNUAL GENERAL MEETING

Please Note: In order to comply with the wishes of the membership (taking into account the forces of the stars, moon, tides and therefore the Weston-super-Mare Beach Race), as the date of the 1996 AGM printed in January TRAIL is the date of the Weston-super-Mare Beach Race,

THE 1996 NATIONAL AGM

has been rescheduled

to October 12th 1996 at 10.30a.m.

in The National Motorcycle Museum, Solihull, West Midlands.

Admission to the AGM will be by membership card.

Become a life member - now! (so you'll never have to worry again)

Reminder

In accordance with the TRF Constitution, Section E, para 5, members have until the **end of August 1996 to submit motions** for the 1996 TRF Annual General Meeting.

Please send, in writing: (via "snail mail" or fax - no "E-mail" address, yet? *Ed.*) to The TRF Honorary Secretary, 10 Hardwick Road, Pill, North Somerset, BS20 0DG.

B E T H E R E !

NATIONAL EXECUTIVE MEETING

7th September 1996

The Barn, Hockley Heath, Solihull,
(A3400 off the M40 - M42)

So if you leave it till then, you'll be too late for the submission of motions for the 1996 AGM

TRF AT 1996 BMF RALLY

For the third year running the TRF Stand was organised by the South Northamptonshire Group. This year's Rally was a two day event for the first time, open to BMF members from noon on Saturday to spread the usual high attendance over two days. The actual attendance figures were 13,400 on Saturday and 51,000 on Sunday.

The marquee was ready on arrival and the stand was set up with display panels depicting the spread of the TRF Groups over the country, a map montage of rights of way as shown on the OS maps, general views of the various terrain that is ridden and the various styles of bikes used. New material showed our involvement in Horse Events and in lane clearance and conservation. On Sunday a television and video player was powered by a generator and the video of the 1994 Coast-to-Coast was shown.

The TRF were represented by two bikes in the Cavalcade which opened the Arena programme on Sunday, and thanks to Jeff Ward's negotiations with Mike Fairhead, Outside Events Organiser for BMF, TRF were invited to put on a 10 minute demonstration in the Main Arena. This featured an interview by the commentator with Mark Holland, Chris Hurworth and myself, whilst a varied selection of machines were ridden round the ring. This demonstration was very well received by the spectators.

The stand was very well attended by the visitors to the rally, in the most part due to our determination that we should get a better site than last year. This year we were close to the main arena in an excellent position to attract visitors. We signed up 8 new members on the day, and provided Information Packs to a large

number of prospective members. The display was well received by the visitors and the video was an excellent added attraction which probably showed trail riding better than we could describe it. Our thanks to Ken Brass for that.

As far as my colleagues and I manning the stand are concerned it was an excellent show and a very successful one for getting the Trail Riders' message over to many people.

I would like to thank all our members for their effort in putting on this stand and in particular I would like to thank the following: **Jeff Ward** for his skill and expertise in the initial organisation and setting up. **Mark Holland, Graham Stratford and Dave Clegg** for all their help on the stand as Executive Officers. **Chris Hurworth** (Loddon Vale) and **Alan Wilkinson** (Lincolnshire) for their help on the stand. **Cambridge Group** for the loan of display bikes. **Fred Ellison** for his help in the printing and supply of extra TRAIL mags for the information packs, and in particular for his expert sense of timing for delivery (10 minutes before I left for the rally!). **Dave and Kerry Jeyes** for the loan of their TV, video player and **Ken Brass** for his 1994 Coast-to-Coast video. **Trevor Gardener and all the other SNG members** who assisted over the weekend and also **the member who demonstrated the art of falling off in the arena!**

It was agreed between the members of the South Northants Group that as the stand was so successful then the group would be pleased to do the stand again next year if there were no other groups who felt that they would like to take over this event.

*Mick Hulbert, PR Officer,
South Northants Group*

A LETTER TO EAST RIDING COUNCIL FROM THE BYWAYS AND BRIDLEWAYS TRUST

- does anyone remember what happened here?

Byways and Bridleways Trust

St. Mary's Business Centre
Oystershell Lane
Newcastle upon Tyne
NE4 5QS

tel 0191 2330770
fax 0191 2330775

The Chief Executive
East Riding Council
County Hall
Beverley
HU17 9BA

1 July 1996

Dear Sir,

Former Roads Used as Public Paths

May I please enquire as to the processes used to reclassify RUPPs in the former East Riding? I noticed that on a new edition of the OS Landranger map, a right of way which had until now been shown as a RUPP is now shown as a public footpath (near Market Weighton). Obviously there is some considerable delay in updating OS maps at times, but I asked local horse riders if they knew anything about any recent reclassifications and the answer was no.

One local then dropped something of a bombshell: "There used to be a lot of RUPPs in the old East Riding. Soon after the Countryside Act 1968, and before local government re-organisation in 1974, the Council simply went to the magistrates court and had the whole lot downgraded to footpath by the then equivalent of s.116 powers. The RUPPs were not reclassified, they were closed in court...".

If true, there is obviously little that can be done about it now, but I should like to establish just what, and when, happened to the East Riding RUPPs. Can you assist me please?

Yours faithfully,

Alan Kind
Chief Executive

TWO POINTS ON JUNE ISSUE

1. In the report on the SW Regional Meeting, the main aspect of the discussion on membership fees was omitted. My idea of providing free or reduced membership after a stated number of years was for the purpose of encouraging continued membership. Too many members join, get what they want, and leave to do it themselves. I wanted to provide some incentive for prolonged membership as it is generally long serving members who are the greatest benefit to the TRF.

2. I think it a pity Roger Fogg did not give his acknowledgement to Rudyard Kipling, whose poem he parodied. The original is delightful and really conjures up the atmosphere that we sometimes experience. Indeed, some years ago I thought that his poem could be our 'National Anthem' and the poet our posthumous vice-president.

PRO, Devon TRF

LETTERS

COUNTRYSIDE MOVEMENTS

Rick Parker's letter (May 1996 issue) appears to illustrate well the dilemma of all who try to resolve apparent conflict, be it in the British Countryside or Bosnia ... unwavering opinion on **someone else's** activity or actions.

Rick describes "country pursuits" as "cruel and archaic". Well so they may be. I am not in too good a position to comment since from time to time I ride my trail bike to enjoy a day in the fells walking with fox hounds. Now and again we catch foxes.

I am sorry if that offends anyone. But we also need to realise that for some people the sight of a trail bike in a wilderness place is just as offensive as they perceive a fox hunt to be.

Being judgmental of others is no place to begin consensus problem solving. I agree with Alan Kind and Rick Parker that we should be cautious of the *Countryside Movement*, just as we should be cautious of most other groups that claim a place in the countryside. But if caution means being suspicious from a

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distance then caution almost never created a long term solution to anything.

In a politically correct and morally hysterical society trail riding and fox hunting are in the same threatened league. The *Countryside Movement* and the TRF have at least some things in common and we have to explore them with marginally more enthusiasm than caution.

Geoff Wilson, Cumbria

I travel not to go anywhere, but to go. I travel for travel's sake. The great affair is to move.
(Robert L. Stevenson)

SAD, OH! AND QUITE A BIT SADDER

This letter is by way (or is it RUPP) of a fond farewell to the South Wales Group. I've been a member since our first meeting in February 1994. What a fantastic introduction to the TRF and trail riding and what a great bunch of lads. Anyone who still has not ridden in S. Wales get down there. That is the sad part of this letter, the sadder bit is that on Mondy 3rd June someone helped themselves to my trusty steed, Harry II an XR250R, from my garage. They also helped themselves to my Saracen mountain bike and my tool chest full of tools. Harry and I have ridden over Welsh mountains, spent a wet weekend in the Yorkshire Dales and basked in the sunshine and scenery of Exmoor, without missing a beat. I will miss that bike but even more I will miss all the lads of the South Wales Group. I will be back on two wheels next year and I promise to write a Happy Letter.

PS The frame number is JH2MEO622LK600031 and the engine number is MEO6E5601577. Equipped with a Polisport headlamp with '94, '95 and '96 TRF stickers, black Polisport brushguards and a custom built alloy sumpguard made from 'tread plate' welded to the original sumpguard.

K. Lindsey, South Glamorgan

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