

GROUPS

AXE VALE Malcolm Preece, Tel: 01275 844757
2nd Mon, *The Star, Star (A38), Nr. Shipham, Somerset*

BLACK COUNTRY Nick Hammond, Tel: 01902 700749
1 & 3 Tues, 9pm, *The Mitre, Church Road, Bradmore, Wolverhampton*

BRISTOL Paul Andrews, Tel: 01179 659255
4th Mon, *Keynsham Rugby Club, Bristol Road, Keynsham*

CAMBRIDGE John Brooker, Tel: 01767 692805
1st Thurs, *Golden Ball, Boxworth*

CORNWALL Sally Madgwick, Tel: 01208 74411
3rd Thurs, *The Ship Inn, Wadebridge, 8pm*

CUMBRIA Anthony Hayhurst, Tel: 01539 721115
2nd Tues, *Derby Arms Hotel, Witherslack, Nr. Kendal*

DERBYSHIRE & SOUTH YORKSHIRE
Kevin Marsh, Tel: 01246 811949
2 & 4 Tuesdays, *The Angel Hotel, Sprinkhill, Eckington, Nr. Chesterfield, Derbyshire*

DEVON Rob Williams, Tel: 01626 364564
2nd Tues, *The Welcome Stranger, Bickington, Nr. Newton Abbott*

DORSET Martin Diamond, Tel: 01202 571325
1st Tues, *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 YORKSHIRE
Howard Wadsworth, Tel: 01405 860904
1st Tues, *Boot & Shoe, Gowdall, Nr. Snaith*

ESSEX
Dave Anderson, Tel: 01277 657783
2nd Wed, *The Swan Public House, Great Eastern, Nr. Dunmow*

EXMOOR Ian Sadler, Tel: 01884 821547
2nd Wed, *The Hartnoll Hotel, Bolham, A396 1 mile north of Tiverton*

GLOUCESTER Charlie Morriss, Tel: 01453 885323
1st Wed, *The Wagonworks Sports & Social Club, Tuffley Ave., Glos.*

HERTFORDSHIRE Dave West, Tel: 07768 402424
2nd Thurs, *The Old Guinea, Ridge, Near Potters Bar*

HIGH PEAK & POTTERIES
Graham Till, Tel: 01782 776338 or 01782 833222 (work)
1st Tues, *Black Horse at Andon (A53, about 3 miles west of Leek, Staffordshire) & 3rd Tue, Cheshire Cheese, Buxton*

ISLE OF WIGHT Andrew Hawkins, Tel: 01983 617232
1st Wed, *The Eight Bells Inn, Carisbrooke, Newport, IOW*

KENT Gary Westbrook, Tel: 01843 590184
2nd Wed, *Pied Bull, Farningham, Off A20, Nr Brands Hatch*

LANCASHIRE Keith Westley, Tel: 01704 893215
1st Tues, *Hindshead Pub on A49, Charnock Richard*

LINCOLNSHIRE Paul Vernon, Tel: 01522 889079
4th Thurs, *The Dog & Bone, John Street, Lincoln*

LODDON VALE David Cook, Tel: 0118 901 4481
2nd Thurs, *Inn in the Park, Woodley Centre, E. Reading*

NORTHUMBERLAND Chris Moody
Tel 0191 387 3507 6-10pm or 07860 302001 (mobile)

1st Tues, 8pm, *Ravensdene Lodge, Lobley Hill, Gateshead*

NORTH WALES Richard Hughes, Tel: 01244 533855
1st Wed, *Capenhurst Social Club, OS 116 371 740*

OXFORDSHIRE Kevin Lindsey, Tel: 01993 823865
3rd Thurs, *The Red Lion, 127 Cassington Road, Yarnton*

PEAK DISTRICT Neil Walker, Tel: 01788 811919
1st Thurs, 8pm, *Travellers Rest, Ashbourne Road, Derby*

RIBBLE VALLEY Brian Crabtree, Tel: 01200 426824
2nd Tues, *Pendle Hotel, Chatburn, Clitheroe (off A59)*

SHROPSHIRE Rob Latham, Tel: 01952 592324
2nd & last Wed, *White Horse, Shrewsbury*

SOMERSET Kevin Parfitt, Tel: 01935 427858
2nd Thurs, *The Bell Hotel, Curry Rivel, Nr. Taunton*

SOUTHERN Russ McDermid, Tel: 02380 812371
3rd Tues, *The Phoenix, Twyford, Nr. Winchester*

SOUTH LONDON & SURREY
Steve Sharp, 0208 773 4204
9pm 1st Wed, *Ewell Sports & Social Club, Banstead Road, Ewell, Surrey*

SOUTH NORTHANTS
Trevor Gardiner, Tel: 01788 815927
2nd Mon, *The Live & Let Live Pub, Harpole, Nr. Northampton*

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

SUFFOLK Richard May, Tel: 01787 374073
Last Wed, *Manger Pub, A134 Sudbury Rd, Bury-St-Ed.*

SWINDON Keith Owen-Bines, Tel: 01793 751129
1st Wed, *The Carrier's Arms at South Marston, Swindon*

SUSSEX Bevis Billingham, Tel: 01243 585128
Last Thurs, *Ashington Social Club, Rear of Red Lion, A24, 9 miles North of Worthing*

TEESSIDE & NORTH YORKS
Mark Bieganski, Tel: 01904 656469
3rd Wed, 8.30p.m., *Blacksmiths Arms, Swainby*

THAMES VALLEY Julian Ogley, Tel: 020 8579 9778
3rd Tues, *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 Colin Bott, Tel: 01386 834105
1st & 3rd Thurs, *Wilmcote Mens Club, Stratford on Avon*

WEST YORKSHIRE Gordon Carr, Tel: 01729 830569
1st & 3rd Thurs, *Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford*

WILTSHIRE
Alan Yandell, Tel: 01225 704888
1st Tues, *The Bell On The Common, Broughton Gifford*

WORCESTERSHIRE
David Gunster, Tel: 01905 452742 Mob: 07970 919790
3rd Tuesday, *The Fox at Bransford, Worcs.*



Patron: Lord Strathcarron

TRAIL

JULY, 2002

No. 287

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

EDITOR: Fred Ellison.



Salters Road in Northumberland.

Picture by Richard Fordham

CONTENTS

Editor	3	Exec Report	13
From The Chairman	4	Group News	16
Notice Board	5	Raining Cats, Dogs & Horses	17
Public Relations	6	Warning - Horse Events	18
DR Impressions	8	Views From The Saddle	19
Under Scrutiny in The Dales	10	Letters	21

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

TRF OFFICERS

- CHAIRMAN** André G. Confavreux, 18 Water Tower Close, Uxbridge, Middlesex, UB8 1XS. Tel: 01895 237453, E-mail: andre.confavreux@swanhill.co.uk
- VICE CHAIRMAN** Tim Stevens, 99 Cheshire Street, Market Drayton, Shropshire, TF9 1AE. Tel: 01630 657627, E-mail: timLARA@aol.com
- PUBLIC REL. OFFICER** Rodger Davies, 9 Woodford Copse, Chorley, Lancashire, PR7 2ER. Tel: 01257 241289, E-mail: davies@chorley51.freemove.co.uk
- MEMBERSHIP SEC.** John Pritchard, 8 Chantry Close, Bishop's Stortford, Herts., CM23 2SN. Tel: 01279 505343, Fax: 01279 501599, Mobile: 07879 804614, E-mail: trfmemsec@aol.com
- SECRETARY** Sally A. Madgwick, 1 Halgavor Road, Bodmin, Cornwall, PL31 1BW. Tel: 01208 74411, E-Mail: sally @samadgwick.freemove.co.uk
- TREASURER** John Gardner, 119 Hallbridge Gardens, Up Holland, Lancs., WN8 0EP. Tel: 01695 622792, E-mail: kytra99@hotmail.com
- EDITOR** Fred Ellison, Sheepcote Farm, Moor Lane, Wiswell, Clitheroe, Lancs., BB7 9DG. Tel: 01254 823893, Fax: 01254 887999, E-Mail: print@ellison.sagehost.co.uk
- BMF LIAISON OFFICER** Steve Sharp, 4 Nelson Court, 17 Denmark Road, Carshalton, Surrey, SM5 2JH. Tel: 0208 773 4204.
- LARA REP.** Richard Fordham, 8 St. John's Court, Bacup, Rossendale, Lancs., OL13 9BS. Tel: 01706 874698, E-mail: Fordham500@hotmail.com
- KEEPERS OF STATIONERY** Leaflets & Membership Forms, John Pritchard. *Membership Secretary.* Letterheads & Compliments Slips, Fred Ellison. *Editor.*
- DISPLAY EQUIPMENT CO-ORDINATOR** Leo Crone, Tel: 01325 463815 (7a.m. - 5p.m.). Display boards held at Unit 10, Red Barnes Way, McMullen Rd., Darlington DL1 2RR.
- EQUESTRIAN EVENTS LIAISON OFFICER** Colin Patient, 14 Rycroft Close, Woodley, Berks., RG5 3BP. Tel: 0118 969 6783.
- ACTING RoW CO-ORDINATOR** Dave Tilbury, Oakbank Cottage, Oakbank Road, Eastleigh, Hampshire, SO50 6PA. Tel: 023 8061 8937, E-Mail: dave@hants-lanes.fsnet.co.uk

TRF Website <http://www.trf.org.uk>

MAGAZINE ADVERTISING

DISPLAY ADS:

For Advertising Rates please contact John Hargreaves:
131 Rhodes Avenue, Blackburn, Lancashire, BB1 8NW.
Tel: 01254 721897, Mobile: 079293 75477.

MEMBERS CLASSIFIED ADS:

3 lines - FREE OF CHARGE Enclose membership number
ALL Commercial Advertising to be paid for - £1 per line, £5 minimum.
Please send all classifieds with payment if applicable to: THE EDITOR

Copyright: All material published in TRAIL is the copyright of the TRF. Use may be freely made of it without prior permission on condition that any material used is credited reproduced by permission of TRAIL, the National Bulletin of the Trail Riders Fellowship".

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

EDITORIAL

Dear Trail Riders,

Its Official - its in the minutes TRAIL is at last getting a colour cover so get snapping, you can get your pal in full colour on the front cover. Try tipping your camera on its ear as this usually gives a more dynamic picture than the more usual landscape format and is a lot more suited to the shape/format of TRAIL.

There is much talk of Public Relations in trail riding circles these days - good PR is not something which is done as a one-off, it is ongoing and means influencing the public's perception of trail riders by our behaviour. You might like to do as Mike Rees and the South Wales Group (see page 21) and give pleasure to mentally handicapped people, pleasure should be mutual and it gives people a chance to see the nice guy that lurks inside the helmet. Try it and you will probably enjoy it. A good deed is usually appreciated.

Happy Trail Riding.

Fred Ellison



tm and VOR Main Dealers

Parts and Accessories for Moto x, Enduro, Trail and Trials.

Top Quality Chains, Sprockets, Tyres, Brakes and Clothing including Children's and toddler wear.

Dealers for: Pro Grip, Shark, Vemar, Sinisalo, Acerbis, Diadorra, Apico, UFO, Toe Rag Casual Clothing and Tools, Reptile Watches and Wallets, and many more.

Tel: 01425 474800 Fax 01425 461962
e-mail mail@inchains.co.uk
Unit 9, Hightown Industrial Estate,
Crow Arch Lane, Ringwood, BH24 1NZ.

TrailerTek

The Bike Trailer Specialists

Dirt or Road Bikes, Sports or Tourers, Track or Vintage
Single bike, 2-bike, 3-bike & Quad/ATV trailers



Single Bike Trailer

* Fully Galvanized * Beam Axle * EC Approved Lighting
* Very robust, 230 Kg & 409 Kg capacity

Spare Wheel 6" £24, 10" £39 Ratchet Straps H/D £6 Loading Ramp £30 Hitch Lock £8 Extra Channel £30 Jockey Wheel £24

Bike Racks

"Senior" Bike Rack
£57 inc. VAT



Trailers for cars, boats, horses, camping and much more!

Sales, Hire, Service, Parts & Mail Order

Visit our huge showroom at Micheldever Stn, nr. Winchester
Tel. 01962 77 49 88 www.trailertek.com

FROM THE CHAIRMAN

The personal letter about researching and claiming lanes, which was circulated to each member, seems to have been well received. I have received a number of letters supporting the initiative plus comments on the next stage such as recording this information on a national database. All such correspondence I can only describe as being positive and I am hopeful that we are taking the first step on what will be a long journey but in the right direction.

Since I last wrote to you I visited Loddon Vale on their club night. I would first apologise formally to the members of Loddon Vale for arriving late but in mitigation, which will be supported by another visitor using the same information, the Grid reference, as determined by their club owned GPS was not accurate (euphemism). A suggestion of what use this piece of equipment could be put to was offered. That apart, it was most encouraging to see the progress being made by members of the group picking up responsibility for investigating lanes etc. I take no credit that this was the result of the recent initiative but this positive approach gives me encouragement that there is the will and the means to progress research and make claims. Should any readers wish to benefit from some of Loddon Vale's experience I am sure they would be prepared to share it.

Some of you will be aware that due to ill health (some uncharitable souls have suggested over indulgence at Le Mans the previous weekend) I was not able to attend last month's Executive meeting. This was particularly irksome as there were some meaty issues to debate. However the meeting was successfully chaired

by Tim and I would like to thank him for stepping in at the last minute. In order to understand the substance of the matters discussed please see the minutes.

Of particular note was the progress made on agreeing to award an honourarium to elected and co-opted officers. Please read the minutes to gain the full facts but in brief it is proposed each should be paid £1,000 and £500 respectively. This landmark move recognises the considerable value placed on the task each performs plus encouraging new officers.

One last note, I, along with at least two other officers cannot make the next executive meeting on the 14 September. I have therefore decided to move it to 28 September, same time, same place. I hope this doesn't cause too much inconvenience.

Safe and good riding.

André Confavreux, National Chairman

KIR Trail Sport

Off-road Tyres and Accessories by Mail Order

Bridgestone Enduro/Trail Tyres

ED03 (Road Legal front Enduro tyre)	3.00 - 21	£33.50
ED04 (Excellent for 125/200cc bikes)	4.10 - 18	£38.50
ED04 (Enduro tyre 250 and above)	120/90-18	£45.95
ED660 (Latest Rear Enduro Tyre)	120/90-18	£45.95
ED661 (Matching Front Enduro Tyre)	90/90 - 21	£34.95
ED12 (USA spec Enduro tyre)	120/90-18	£45.95
ED16 (All terrain rear tyre 100/100-18)	4.60-18	£37.50

Barum/Mitus Trials, Mx, Trail & Enduro Tyres

C20 (Good All-round Trail tyre)	130/80-17	£42.00
C16 (Hard-wearing Rear MX Tyre)	120/90-18	£34.50
C16 (Good All-round Front tyre)	3.00 - 21	£28.50
TR1 (Trials Pattern Rear Tyre)	4.00 - 18	£32.00
C11/C02 (The Legendary Stoneking)	120/90-18	£36.50

IRC Road Legal Grippy Trail Tyres

TR8 (Standard Filament on XR400)	3.00 - 21	£33.50
TR8 (As above Actual Width 4.75")	4.00 - 18	£39.95

Trail & Enduro Bike 'O' Ring Chain/Sprocket Kits

All kits supplied with Quality RK Japanese 520 'O' ring chain Hard wearing Steel Front and REAR sprockets.

RMX250, DR350, KDX200, XR250, KLX250, Serrow	£64.50
XR400, XT600, KLR600, KMX125/200	£65.50

All prices include VAT
Chain and Sprocket Kits Delivery Only £3.95

EAST MIDLANDS TRF GROUP MEMBER

Please phone for more detail or copy of my Free illustrated price list

Telephone: **01949 850530** (anytime)

NOTICE BOARD

...PRESS RELEASE...

LLANERCHINDDA FARM

- Special Offer for TRF Clubs and Groups

Llanerchindda Farm near Llandovery in deepest Wales now offers special group/club deals for midweeks from October to Easter. Owner Nick Bointon has sold his sheep and is converting the whole farm to a 4x4 and trail bike area.

Contact Nick on 01550 750274 or

nick@cambrianway.com

web site: www.offroadwales.co.uk

TRF STAND AT THE MOTORCYCLE SHOW

Thanks to all the people who volunteered to help run the TRF stand at the Motorcycle Show. However we did not get enough volunteers and have therefore decided not to have a stand at this year's show. Please do not hesitate to contact me if you wish to discuss this. (Contact details P2 of TRAIL).

Steve Sharp

Leisure Trail UK

Independent Importers of
Japanese Trail Bikes and
Honda CRM Parts Specialists



Oakleys Yard, Beech Ave, Long Eaton, Nottingham, NG10 2AX. Tel or Fax 0115 973 2466

HONDA CRM 250 AR Always in Stock

We are the UK's only Specialist Honda CRM Dealer

'The best Trail Bike to come out of Japan'

Quality Used Honda CRM's always in stock

CRM 250 Mk 1 from £1,495

CRM 250 Mk 2 from £1,695

CRM 250 Mk 3 from £2,395

CRM 250 AR from £2,995

Used
CRM's Always
Wanted

SUZUKI DRZ400

Trail & Enduro Elect Start
Models Now In Stock

£3,850.00

Free Accessory List
Available - please call

Serow '92

3k miles £1,695

DR250

'96 3k km £2,350

DRZ400E

240 miles 2001 £3,595

All model KTM's available

Please phone
for superb deal

Free Spares & Accessory List Available
- please call

All bikes are road legal, fully serviced and covered by our no Quibble Warranty. We always have CRM Demo Bikes available for Test Rides including the AR. Please give us a call to arrange a no obligation Test Ride.

Awesome Range of CRM Accessories

- * Alloy/Stainless Bash Plates
- * Alloy Oval Silencers
- * Performance Front Pipes
- * Frame Guards
- * Disc Guards
- * Extra Wide Footrest
- * Rear Racks
- * Bark Busters
- * Plastics & Decals
- * Two Colour Seat Covers
- * Mugen CRM Tuning Parts

Full Range of Honda CRM spares always in stock, Mail Order no Problem, if you have any Technical Queries give us a call.

For more details or a copy of our FREE CRM Spares & Accessories Price List, phone or fax

0115 973 2466 or visit www.leisuretrail.co.uk or e.mail sales@leisuretrail.co.uk

PUBLIC RELATIONS

As I am sure most TRF members are aware, as part of the mechanism to reclassify a route shown on the Definitive Map, the claimant must inform the owners of any land that is adjacent to the route, of their intentions (which in our case would be to reclassify a footpath/bridleway/RUPP as a BOAT).

This subject was discussed at a recent Somerset Group RoW meeting and brought about some interesting thoughts and views. One proposal was that should we as an organisation, in preparation for the many claims that will be made, write to other organisations and bodies who also have an interest in the countryside, explaining that we have been left no choice but to attempt to reclassify those footpaths/bridleways/RUPPs that we believe are old roads and therefore have a right to use.

Such organisations and bodies may (or may not) include:

National Farmers Union; Ministry Of Defence; Association of County Councils; Association of District Councils; Ministry of Agriculture, Fisheries & Food; Countryside Commission; Department of the Environment, Transport and the Regions; National Trust; Country Landowners Association; National Association of Local Councils; Countryside Council for Wales; Council for the Protection of Rural England; Forestry Commission; Each Member of Parliament; National and local newspapers.

A standard letter explaining that as a direct result of the CRoW Act 2000, we have been given no alternative but to reclassify many of the routes that we currently use, maintain and enjoy. Failure to do so would mean that should we continue to use these routes, we would be breaking the law, something that we as an organisation do not condone.

Now put yourself in the shoes of a landowner/property owner, who receives a letter sent by someone who he has never heard of, informing him that a formal application has been lodged with the Council to reclassify the footpath/bridleway/RUPP that runs past his front door, as a BOAT. I suspect that sooner rather than later said landowner/property owner would be in touch with any of the above organisations for advice, as they may feel that they are being singled out.

ROOF OF AFRICA BACK PACK

- As used by Rally Raid UK •
- Carries up to 35kg •
- Drink system included •
- Tool roll & pockets •
- Quick release system •
- + various pouches •
- All weight supported on shoulders for comfort •

Cost £89.95
(inc p+p)

Contact 07771 518067
or 0115 9231303

They may well ask questions such as "why the lane that runs past my front door?"

The organisation can then reply explaining that there is a legitimate reason why the application has been lodged, and that no one is being singled out or picked on. They might like to advise the landowner/property owner that their next course of action is to contact their Member of Parliament, who was after all instrumental in the whole process by the creation of the CRoW Act 2000.

So, over to the membership, what do you think? My one reservation would be that, like a game of cards, showing the opposition your hand is not necessarily a good tactical move! Could/should it be considered at the next National Executive meeting?

Oh yes, and if it's generally considered to be a good idea, all we need to do is find a volunteer to create the "standard letter". Some might consider this to be the biggest hurdle!

Reuben Alcock

Anger in public gallery

HAVING attended the full Herefordshire Council meeting today I came away deeply concerned at the proceedings.

Questions from Herefordshire residents were answered by the Leader of the Council Terry James and by members of his cabinet in a way which left me bewildered and angry.

The derision and contempt of the answers was only matched by their obvious incredulity at being asked such questions. How could locals have the temerity to challenge them and their way of thought. People around me in the public gallery were seething and deeply distressed by the misinformation and insincerity of the answers but were not allowed to challenge them. Questions about the Hereford Cattle Market site were all brushed aside without even a semblance of contemplation.

If this is the way that the Leader of the Council and his cabinet colleagues treat members of the public you can understand why public involvement in local council elections and scrutiny is fast disappearing.

It may be a nuisance for them to have public deliberations on council policy and for their best laid out plans to be challenged and debated but that is democracy!

"It's not just us that has problems with Council Councils - this is a letter to the Ross Gazette (Herefordshire) on 30th May 2002."

*Sent in by
Mark Holland, Glos.*

DR IMPRESSIONS

DR350S vs DR-Z400S

A comparison of the electric start trail versions, not the enduro models: Compared to the DR350, the DRZ has:

- more power at all revs
- more free-revving engine
- better suspension
- much better handling
- feels much lighter to ride

Sounds great doesn't it?! - but consider these negative points to present a fair viewpoint - the DRZ also has:

- the same overall weight around 130kg dry
- more "stuff" to go wrong or get damaged, eg two cams, two rads etc.
- slightly taller seat
- narrower overall gear ratios
- less flywheel effect, ie not so willing to run smoothly at low revs

Both have very light controls, slick gears, slightly indifferent finish, but solidly built. DR350 returned around 55-60mpg trail riding, the DRZ generally a couple of mpg less.

HANDLING

It's not so much that the DR has bad handling, but the bike feels unbalanced with too much weight at the rear and not enough on the front. This may be the cause of the odd unwelcome "surprise" where you find yourself on the deck with no warning.

In contrast the DRZ feels well balanced, much lighter to ride than its 130kg suggests, and also surprises by its ability to NOT throw you off, and to recover from situations when you are convinced you are a gonner!

SUSPENSION

Both are fairly soft but the DRZ has a much more rigid chassis and copes with big hits well (for an average weight rider). Bump up the settings and the occasional play on a MX track is quite within its capabilities (but its no MX bike by any means), and again its the DRZ's ability to recover when rider and suspension are taken beyond their design/ability limits that impresses.

ENGINE

The DR350 is a bit "sewing-machine" like from the factory. Adequate power, whisper quiet and perhaps rather dull. Open up the airbox, rejet and the bike is 100% improved, easily wheeling in the lower gears and fairly lively through the 'box, with a healthy bark from the intake (but still sociably quiet in normal use).

The DRZ-S from the factory is pleasantly quiet (unlike the E model) but with a noticeably harder engine/exhaust note than the DR. Even bog stock its got a lot more

poke than a DR with modified airbox, topping out at around 90mph on the flat compared to a bit over 80mph for the DR. Both will do about 10mph more in favourable conditions...

Open up the DRZ airbox, rejet, and the bike is transformed - effortless wheelies over obstacles, loads of low end grunt, an almost two-stroke like "rip" through the mid-range and the ability to rev right up to the near 10,000 rpm rev limit without complaint. However, both engines work best in the low and mid-range - ideal for trail riding.

GEARING

As stock:

DR350 - 15/43 - (6 speed)

DRZ400 - 15/44 - (5 speed)

Both benefit from a dropping gearing eg 14t front sprocket for trail riding, and only sacrificing 1 or 2 mph top end. The enduro DRZ-E uses 14/47 which some S owners use, while others, including me use 15/46 for better road manners, and works perfectly well off-road in southern England.

The fact that the DRZ revs higher, or at least continues its power curve higher in the rev range kind of makes up for the narrower range gear ratios. But of course cruising revs are higher if you match the DR's 1st gear abilities by dropping the gearing.

Those using their DRZ's for rocky going will definitely want to consider the lower gearing, to avoid having to slip the clutch too much. But where the DRZ lacks in its ability to be a trials bike, it does partially compensate with a light, smooth clutch, suspension that effortlessly soaks up rocks and steps, and plenty of power from idle up.

CONCLUSION

Perhaps the more significant differences to consider are these - the DRZ loves to be ridden briskly with the engine spinning, the DR350 is a nicer bike to ride slower, pulling higher gears more smoothly at low revs.

So, if you've already got a DR350S, will a DRZ be the best upgrade? Well, for me definitely. But, if you ride rocks a lot, generally ride quite slowly, or are a bit short in the leg, perhaps there are more suitable options.

But if you want a proper dual-purpose four-stroke, leccy start, fun trail bike, effortless 70+mph cruising and the ability to tackle the most severe trails and the odd enduro, is there any better? - in my opinion not. 650's may give better road performance but feel heavier (incl XR650). There are plenty of other 400's around but most if not all are biased towards the enduro scene and hence compromised for road use.

The above based on 14k miles on the DR and 8k miles on the DRZ.

Lots more info on the DRZ (both models) at:

<http://groups.yahoo.com/group/DRZ400-Euro/>

or contact me direct: steve@scopsey.fsbusiness.co.uk

ALL OF US WHO RIDE TRAIL BIKES ARE NOW UNDER SCRUTINY WHEN RIDING IN THE DALES.

It is unfortunate that a band of Nimby locals from the area, headed by chairman, Michael Bartholomew, have formed a pressure group, called The Yorkshire Dales Green Lane Alliance, the address of which follows at the end of this piece.

Mr Bartholomew has some entrenched views on what he feels a green lane is and should be; what a National Park should provide and what trail riders are (the equivalent of football hooligans or vandals!).

I for one do not wish to be included in his category and therefore hope a few lines to you the members may provoke some thought.

The bones of the alliance's aims are to exclude motorised vehicles, driven or ridden for pleasure ("off roaders" as they call us) from the tar free lanes in the park and surrounding area by promoting TROs, publicising their actions and lobbying local government and park authority.

The reasons given for this are:

1. Noise (we are destroying the peace and tranquillity of the environment) they do not mention model aircraft, chainsaws/stimmers, quarrying, RAF, road bikes, lads cars with cherry bomb exhausts.
2. Surface damage (we are destroying moorland with our tyre tracks and the archaeology in the area by excessive use). They do not accept reasoned argument regarding ground pressure, agricultural damage, weather erosion, lack of maintenance, horse damage. Neither do they accept that voluntary codes of conduct could work and that we have the right to use these roads as we pay our tax. When all is said and done walkers have 100% of the country's network to use plus mountain and moorland to wander over whilst we have just 3% of the limited network. Incidentally Mr Bartholomew did ride a bike many years ago and admits he used to ride on the lanes but did not like to see the imprint he made. I assume that he refers to a BSA with crossplys, weighing in at 400+lbs, straight through pipes and something that passed for suspension. So, things might have progressed!
3. Polluting the atmosphere (dirty, smelly, oily machines) no mention of current emission standards for all road legal motorcycles, type approval etc.

After some research it would appear that in order to fight our cause, we need to gain some time and information.

Time to:- 1. Research the alliance and its members.

2. Look at the current state of the lanes that are causing a particular problem.
3. Assess the impact on local trade in the area if we were banned (B&B etc).*

To achieve this we may just need to look at the image some of us are presenting now we are under scrutiny, although I'm sure some may like to stick two fingers up and carry on regardless, we must ensure that the TRF are a force for good.

1. Noise. We as a fellowship promote the use of road legal motorcycles on legal carriageways, therefore loud pipes are covered in the road legal part of the aims. Let's think of this before we ride in the area - replace the original silencer or repack the existing one if it's getting bad.
2. Try to use more varied routes away from the popular ones, seeking advice from the local TRF guys, as to where and when are the best days.
3. Keep to the actual route.
4. Keep group Numbers down to a sensible size (6 ?or less)
5. Trail riding is not competitive so do you need full MX tyres and full throttle?
6. Keep the pressure up with E-mails, letters etc to the alliance and inform relevant authority of repairs etc that may need to be done.

On the subject of correspondence with the alliance, I know many have already written expressing TRF views, all of which, I understand, have been replied to, but with an insistence that we are responsible for trashing the lanes and keeping walkers, horse riders and cyclists away from the park and local B&Bs. We are allegedly classed by locals as "a bloody nuisance".

Bearing in mind Foot and Mouth and our voluntary ban on riding last year, could a reduction in traffic then, now have created the false impression that traffic this year has increased? Hotel and B&B bookings always take time to recover after a major problem of any type in an area such as this.

Having looked through the majority of the replies from the alliance's chair, it is blatantly obvious that the man's view point is one shared with the

Voyager

RACING

DO YOU RIDE OFF-ROAD IN ESSEX? YES! THEN YOU NEED US

We can supply most things that you require:
Tyres, Brakes, Service Parts, Clothing, Helmets,
Accessories, Advice (Free!), Bikes, Videos,
Coffee Machine!

Open Tues-Sat, Late Night Wednesday 8pm
CLOSE TO M11/M25

PUTOLINE, SILKOLINE, ACERBIS, SCOTT, AXO, FLY,
THH, NGK, RENTHAL, V-RUBBER, UFO, SMITH,
PRO GRIP, STOCKISTS

Tel: 0208 - 502-0800
66 Borders Lane, Loughton, Essex IG10 3LN
www.voyager2001.com

P.S. WE DO ROAD STUFF AS WELL!

Ramblers associations hierarchy. Totally intolerant of others rightful use of the ROW network and a selfishness that is beyond belief.

At no time has the alliance admitted that agricultural traffic has had any increased impact on the lane network. Is this a surprise bearing in mind that farmers make up a proportion of the alliances membership? The fact is that tractors have increased in weight, horsepower, comfort and have significantly better tractive capability due to 4wd. This has enabled farmers to visit high moorland fields at the more difficult times of year, a cause of wider, deeper ruts and more varied lines.

Although a distance away, I have enjoyed several trips to the dales and feel strongly enough to put pen to paper, so I hope my suggestions are seen as positive.

The more time, information and photographs (of damage caused by others) the better prepared for a fight we will be in the long run, should the need arise.

Lets silence the alliance!

* Trail riding delivers over £200 million to the rural economy every year via the purchase of food, fuel and accommodation. It is also estimated that we keep 6000 in employment, although that excludes those in the urban motorcycle service industry.

Adrian Brown. Suffolk TRF

GET FOCUSED OFF ROAD!

Focused Events, a premier UK Track Day and Event Organiser, would like to offer you the opportunity of joining them Off Road in France 2002.

From rolling hills to rock climbs, from river crossings to crossed-up ruts and muddy woods to mucky bikes.

Choose from one of our two varied and exciting Off Road 3-day breaks:

THE CHERBOURG CAPER

21/22/23 March - Now Full
2/3/4 May - Spaces Available
3/4/5 October - Spaces Available

THE ALSACE ADVENTURE

27/28/29 June - Spaces Available
12/13/14 September - Spaces Available
7/8/9 November - Spaces Available

All of the Off Road breaks will offer the following services:

- Max. Off Road & Min. on Road Riding
- Friendly and Helpful Staff
- Special Rates & Help with Channel Crossings
- Quality Hotels
- Half Board Acc. with Great Food & Wine
- Road Book Navigation
- Back-up Bike (in case the worst happens!)
- On Hand Mechanic
- Support Vehicle
- Last Evening Prize Giving
- Commemorative Photo

Discounts available for groups

01903 744011

www.focusedevents.com



Meeting of the National Executive TRF 23.06.02, Nottingham Report

A copy of the full minutes has been sent to all National Officers and Group Reps, anyone else wishing for a copy please apply to the Secretary.

Officer Succession and Honoraria The Executive has approved a structure of honoraria payments to all elected and some co-opted officers, the payments to be £1000pa and £500pa respectively. The system to be reviewed at subsequent AGMs. These payments are in addition to outsourced work on an as and when basis. It is hoped that these incentives will encourage members to stand for the vacant positions at the October AGM.

Claiming Byways Dave Tilbury reported on results from the survey he circulated to all groups. Although many groups had not responded, those that had allowed him to note that the TRF is moving ahead well with the processes for claiming Byways, he however noted that the extrapolated figure falls short of other estimates of Lost Ways. He intends to produce a series of short leaflets of guidance notes for groups, with further help and training as appropriate. The meeting agreed to purchase copies of Tim Steven's Road Research Booklet and to circulate copies to all groups.

National Motorcycle Show Steve Sharp reported that he had received only 14 offers of help and felt this was not sufficient to cover a 10-day show. The meeting hoped that suitably promoted enough interest could be generated to have a stand next year.

Treasurer's Report John Gardner reported a healthy balance and reiterated our commitment to spend money as appropriate to counteract the effects of the CRoW Act. John reassured the meeting about the TRF's insurance cover for member's activities like lane clearing. Contact John for details.

Membership Secretary's Report John Pritchard reported that membership was ahead on this time last year. He noted that since the closure of the Cheshire Group membership numbers in Cheshire had been depressed and the importance of Groups was stressed.

Rights of Way Co ordinator's Report Dave Tilbury told the meeting of the proposed TRO on part of the Ridgeway by the Swindon Unitary Authority and noted that the Ramblers and the CLA had rescinded on the Ridgeway Code of Respect for Users by denying others' rights. Berkshire and Oxford CC have said they are against any Ridgeway TRO. Members in the area are encouraged to lobby their MPs.

There have also been problems in the Yorkshire Dales, this time motorcyclists riding illegally and causing nuisance. It was noted that they tend to accumulate in Hawes on

a Sunday and the meeting discussed targeting the rides with TRF leaflets. Members are encouraged to report cases of illegal riding to the Police.

Dave concluded by saying that whilst he was not able to deal with all ROW issues, he did like to be kept informed and encouraged members to do so.

Scotways The TRF will renew its membership to Scotways for another year. A TRF member in Scotland has agreed to be a contact for which we are grateful.

Byway Bonus Dave Tilbury presented the meeting with a refined version of our proposed Byway Bonus scheme. This scheme will reward members for not only filing a claim but by also awarding £250 to that member when the Order is made. The value of this scheme is immense not only to encourage members but also as a PR tool. The scheme may have to be capped if it proves too successful but current thinking is that additional funding could be found rather than stop the scheme. Scheme to be launched shortly. AGC, DT, JG and SM to form a sub committee.

Trail Magazine The meeting agreed that Trail should have a colour cover which would hopefully be supported by additional advertising revenue.

Disclaimer for Maps Dave Tilbury is to seek legal opinion on the validity and wording of a disclaimer for marked up maps. Clearly any maps marked prior to the CRoW Act may no longer be relied on for legal trail riding and members MUST be aware of this.



LLANDOVERY

(OS Map 160, SN 808 429)

Our remote sheep farm (Best B&B in Wales '97) has 15 comfortable en-suite rooms. Blazing log fires, underfloor heating, self service bar, parking, workshop, pressure washer, drying rooms & tons of really great homemade food make this a popular venue for trail riders. We have all the rights of ways marked on our master maps & have GPS's etc.

We have a 22,000 acre 'playground'.

Neil Harries is also available to guide you on the many green lanes in the area.

Can you handle it?

For a brochure:

Tel: 01550 750 274 Fax: 750 300
nick@cambridgeway.com



**Llanerchindda
Farm**

Tim Stevens is also to seek legal advice on the wording of a statement that members could read to a Police Officer in the event of a charge. This statement would be read in court and may go some way to relieving the situation imposed whereby we can no longer defend ourselves.

Website The meeting heard how the old TRF website was causing us problems, the material is out of date and misleading and the membership details incorrect. It is causing officers extra work and undoubtedly losing us members and tarnishing our image. The TRF will pursue a legal action to remove the site.

Lost Ways Project Tim Stevens reported that there was no movement on stage two yet, but that funds were available.

Byways and Bridleways Trust Council BBTC formally the TUA. Work progresses on responses to issues regarding Stonehenge and routes in its vicinity, lobbying MPs regarding the Lost Ways Project and why it is so slow and the proposal of removing ROW from Authorities into an apolitical body. Our involvement continues.

Display Material The meeting heard that the existing display material had been refurbished and Dave Tilbury was working on new material. With the current levels of use the sub committee had decided not to spend significant sums on new equipment.

Merchandising There being no interest in this activity the item is dropped until demand or a volunteer become apparent.

Hierarchy of Trail Routes The secretary had written to the Cumbria Group regarding the apparent conflict between HoTR principles and claiming Byways. The Group intends to continue its involvement with LDNP but also to move forward on Byway claims. The meeting was encouraged by the response and reminded the Group that bursary funds for the work were available on application.

Map Romers Tim Stevens presented the meeting with the idea of the TRF purchasing some romers to use as both a PR tool and also for accurately recording grid references. The meeting agreed it was a good idea and Tim will investigate further and report back.

Database Dave Tilbury reported that a member had approached him offering to oversee and collate a National database for lanes. It was noted that GLASS has one and is keen to offer the hand of friendship to us. Groups are asked to consider their requirements and feed back initially to Dave who will liaise.

Advertising Our advert in TBM is now bi monthly. We will place the advert in another publication for the missing months. Ideas to John Gardner please.

BMF The meeting was reminded that the TRF is entitled to another representative at the National and one Makes Club Forum and volunteers are requested.

Welsh Assembly Thanks to our association with MAG the TRF has a place on the Welsh Assembly Motorcycle Strategy Sub Group. Bristol Chairman Richard Stiling has agreed to be our representative.

Next meeting: Saturday 28th September 2002 Burton upon Trent

GROUP NEWS

SOMERSET GROUP

We, the Somerset Group of the TRF, thought it about time that we give our group a little plug via the pages of the national magazine TRAIL, so here goes.

Recently the group has come on in leaps and bounds, due partly to the CRoW Act 2000 and also the generally increased interest in the pastime of trail riding. Monthly meetings are well attended by a wide variety of keen trail riders who come from all age ranges. There are regular organised runs that take place in all parts of the county, and we have also started to help marshal at local horse events (which is helping to bolster the group's financial standing).

Regular newsletters are being produced and circulated and there is even a website <http://www.somerset-trf.co.uk>

Regarding the RoW situation, there are only a couple of byways in the county, but there are a number of UCRs, the remainder of the unsurfaced routes are RUPPs (and there are plenty of these). We have started holding separate RoW meetings each month, and have set a primary objective of reclassifying as many of the RUPPs to BOATs as possible. A recent meeting with the Manager of the RoW Dept was extremely encouraging, as it highlighted the documentary evidence required to start processing the many claims, which we have been promised will be supported by the council. Several visits have been made to the Records Office in Taunton, where such maps as the 1929 Local Government Act (Handover Maps) have been looked at in great detail.

So, if you used to frequent the Somerset Group meetings many years ago, but for whatever reason don't at present, why not come along and see how much things have changed. You will be assured of a warm welcome. See the back page of TRAIL for further details.

SOMERSET GROUP OF THE TRF

Wulf
SPORT



WULFSPORT INTERNATIONAL

High St., Whitehaven, Cumbria, CA28 7PY.
Tel: 01946 692697/8 Fax: 01946 691759

www.wulfsport.com
e-mail: billbrown@wulfsport.com

Raining Cats, Dogs and Horses

Having joined the local Somerset TRF group at the beginning of the year with a couple of mates we all thought it was about time we put something back into the club. We've been on quite a few of the Club's local and some not so local trail rides, and are now addicts. Like all addicts it all started off as a bit of harmless fun, but the craving just keeps increasing. So to "do our bit" for the club the four of us volunteered to support a local horse trial event run by the

Warminster Saddle Club. The day arrived and so did the rain, with suitable attire (well some of us) we made our way up the A303 to Warminster in the pouring rain. On arrival at the Warminster Saddle Club grounds the rain had stopped and we introduced ourselves to Robert Sullivan-Taylor the organiser of the horse-jumping event. There were 19

jumps laid out in fields and through a small wood. Our task was to collect the score cards from the seven score judges and return them to the Secretary's Office.

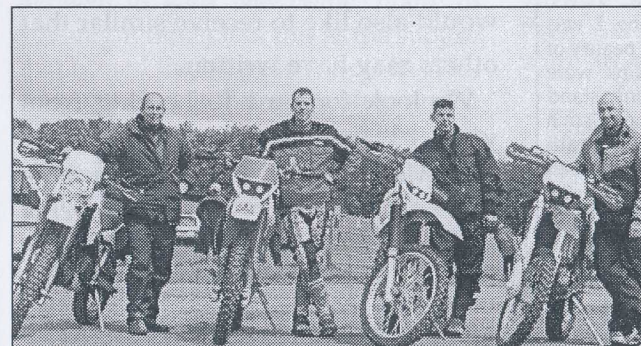
The competitors set off at 3 minute intervals. After each ten competitors we set off in pairs to collect the score cards from the one kilometre course taking great care to keep out of the way of the horses. With four trail bike riders covering the event we had a pleasant

and relaxed time, especially as the rain had held off for most of the time. In the early afternoon as the last competitor completed the course Andy and I were the lucky pair to collect the score cards for the last time and relieve the score judges from their posts. But this time with no horses in sight we could not resist a bit of a blat through the muddy woods completing the end of an enjoyable day.

In appreciation for our support for the day the Warminster Saddle Club made a generous donation to our Somerset Club ROW fighting fund. The day ended as it began with heavy rain on the homeward bound journey, but even this did not dampen our spirits of our first horse trial event.



What it was all about



From right to left Brian Bailey, Andy Badman, Adrian Hayfield & Kenny Whittle

WARNING - HORSE EVENTS

There have been problems with the TRF helping at some endurance horse events. The Endurance GB organisers may not have told you that there were problems.

New helpers face high expectations from Endurance GB organisers, either because they have worked with good TRF helpers in the past, or they have been at events where all appeared to (and probably did) run smoothly.

Combine the factors:

- Endurance GB having high expectations
- Experienced TRF helpers already stretched by helping at a number of events so may not be available for all.
- Endurance GB Organisers have forgotten what is involved and/or cannot describe to new TRF helpers what is involved in our role.
- Helping at endurance horse events is not core to the TRF, so we do not have a 'magic' training scheme for all incoming members.

ACTION..... Would ALL TRF members who organise our assistance

at endurance events please contact myself on 079 41-42 77 74 or Corn Farm, Devauden, Chepstow, Monmouthshire NP16 6NS or Jacky German on 01453 751560. We can supply basic written information on organising our involvement. We would also like to receive similar that others may have written.

We look forward to hearing from you.

Mark Holland, TRF and member of Endurance GB (2002 merger of 'Endurance Horse and Pony Society' and 'British Endurance Riding Association' and affiliation with the 'Scottish Endurance Riding Club').

Nevada Motorcycle Adventures

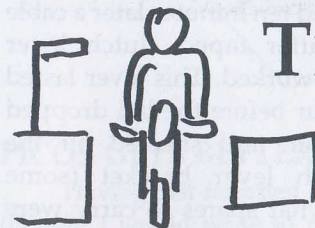
The trail riding adventure of my life!

The best trails, I seriously doubt if they come any better anywhere in the world. We crossed deserts, rivers and climbed mountains. The scenery, varied, stunning, something you have to experience to appreciate. Views, absolutely awesome. From day one I was absolutely gobsmacked by the sheer beauty of this vast wilderness. The mountains were magnificent. We mere mortals can only stand in awe when privileged to witness such scenery. Perceptions of Nevada as "Death Valley" quickly dispelled. This trip was not all biking. Saloons always had at least one character. There is much more I could say about this trip. If you have even a drop of Castrol R in your blood then get out there and experience it for yourself. Me, I'm going back as soon as I've got enough brownie points with the wife. From: "Welshman Out West" by Mike Rees, published in *Off-Road Review*.

Contact 775-359-4380

e-mail info@nevadamotorcycle.com

VIEWS FROM THE SADDLE



THE THOUGHTS & ISSUES OF TRAIL RIDING

Through the eyes of Richard Fordham

In this month's Views from the Saddle, Richard Fordham travels to the Toon to ride some lanes in the north east, whilst taking a trip down memory lane.

WHEY AYE MAN!

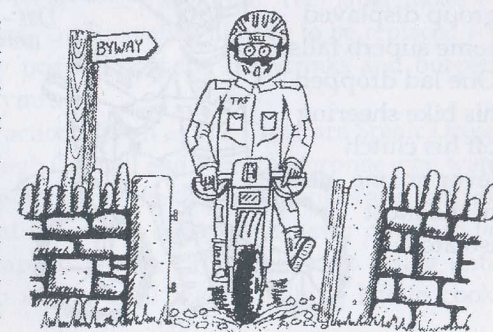
I had a weekends trail biking in the northeast over April with the Northumberland group of the TRF.

The Geordie TRF are a very welcoming group. Not only did they provide me with a bike to ride over the weekend, it was fuelled up and insured too. I even found that they ride your bike through some of the difficult lane sections - a lazy trail bikers dream!

Newcastle was my University City and as a poor struggling student the Northumberland TRF took me under their wing! I lived in inner city Benwell in west Newcastle, many of you might remember this as the suburb that hosted the Newcastle riots in 1991, rumours have it that every shop on the local street got burnt out bar the post office and the bookies! The advantage of living in Benwell was the low rent (£21 per week), which meant I had plenty of money to spend on my bike. The disadvantage was the certain level of crime associated with the area. I once asked for a quote to insure my bike when I lived there and the

insurance company just laughed - which is probably justified, as a Husqvarna would last about five minutes. Instead, I used to store my bike in a city centre motorcycle shop KZ Bitz with the kind permission of the owner, a TRF member. KZ Bitz is on Westgate Road - a steep sloping street consisting of bike shop, bike shop, tattooist, bike shop, bike shop, cafe etc. If you are ever visiting Newcastle detour to take in Westgate Road, it is well worth a visit.

The Saturday consisted of riding around the Northumberland National Park, which is wide, open and empty but extremely beautiful. The National Park covers some 398 square miles with an extensive network of green



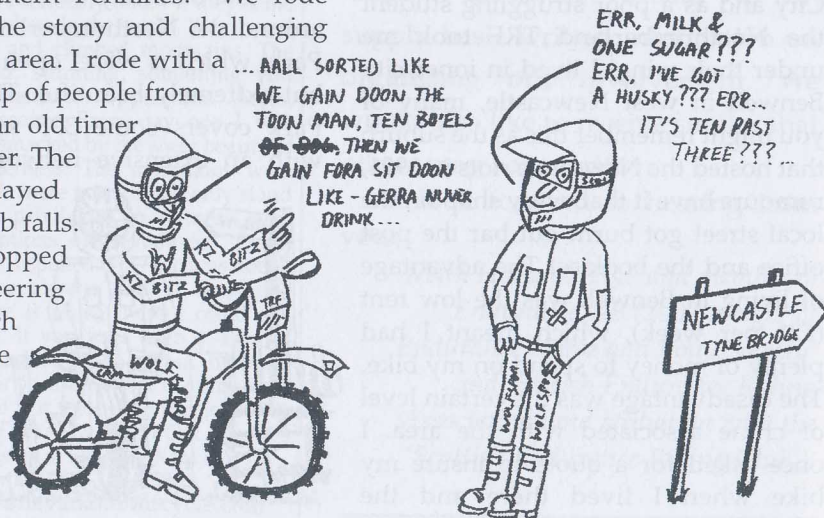
lanes, but remains one of the least visited Parks in the country. Throughout the day we hardly came across any other people. The Romans built Hadrian's Wall in Northumberland and left a legacy of roads in the area, many which are still actively ridden by the local trail riders. The lanes are long, interesting and varied. We set off up Clennel Street through ford crossings and steep climbs before taking a sharp right to ride Salter's Road. The weather was shining and the lanes were dry and we completed the whole section of Salter's Road, which I was told is usually impassable in places. The day ended in a local pub in Rothbury where the group entered into a conversation with some of the locals. I tried to join in the conversation but the Geordies have their own language! I might of lived in Newcastle for a total of five years, which they say makes you an honorary Geordie, but I still cant speak the lingo.

Sunday's riding moved to Alston in the northern Pennines. We rode many of the stony and challenging trails in the area. I rode with a ... mixed group of people from novices to an old timer TRF member. The group displayed some superb falls. One lad dropped his bike sheering off his clutch lever on one of the most isolated

moorland lanes I have ever ridden. They say necessity is the mother of all invention; and ten minutes later a cable tied and gaffer taped clutch lever surprisingly worked. This lever lasted about an hour before the lad dropped his bike again and sheered off the whole clutch lever bracket (some lessons on what spares to carry were quickly learnt).

I lost my Trail biking virginity in Alston a few years ago after passing my bike test, when I was living in Carlisle. However I hadn't been to Alston since I passed my test, so it was superb to ride along again, the very first green lane I ever rode.

The northeast offers splendid lanes, superb pubs, generous food portions and a hospitality level that is second to none. Anyone wanting to ride in the area should contact the Northumberland TRF for guidance, but I can't guarantee they will provide you with a fully fuelled bike to ride!



LETTERS



PICOS GETS BETTER

Having just returned from our annual trip to the Pico's de Europa mountains I thought I would write to report that it just gets better and better. The riding was spectacular and each year we manage to find more and more off tarmac riding (with no problems from landowners or walkers). The river crossings due to late snow were deep and very fast (oil and water do not mix do they Karen!!!) The weather was mixed (snow through to burning sunshine) but did not spoil it and we all came back with a tan.

The trip to the beach was one to remember (the sound of the crashing waves and Chris snoring). The cost of food and quality and size of portions never ceases to amaze (Neil is going back for another starter salad). The après riding and friendships made also help to make the trip complete.

Oh and finally the loan of the hotels quad to transport the picnic up the mountains, a picnic we shall all remember for a long time was another highlight..... Thanks to Neil, Dick, Silky, Paul, Pete, Karen, Alan and Chris for another excellent trip, get the decorating and jobs done because plans are already being made...

Mark Phillips, East Midlands TRF

TRAIL RIDES FOR THE MENTALLY HANDICAPPED

On 18th May, Mike Rees of the South Wales Group organised the annual day out for the mentally and physically handicapped children and adults of South Wales. Enlisting the help of the trail riding fraternity in the locality (especially Caerphilly Mcc, WETRA, and Trials Cymru Mcc) he ensured that over 50 handicapped members of the Bargoed and the Rhondda Gateway clubs enjoyed 5 mile trail rides as pillion or sidecar passengers. And if they weren't up to either of those there was still no escape for them as there was also the much sought after Quad and trailer ride. This latter mode of transport proved so popular that the luxury trailer seats will have to be replaced for next year (i.e. new straw bales). Equally popular was the free drinks and burgers provided by the resident chefs of Trials Cymru.

The venue was the major tourist attraction known as The Cwmcarn Scenic Drive, owned jointly by Caerphilly County Borough Council and Forest Enterprise who were more pleased with the event. The local press covered the day with photo's and articles.

Mike has been organising this event for over a decade and never ceases to be amazed at the enthusiasm of the handicapped people. "They will keep riding until everybody runs out of petrol and keep eating until there's nothing left to cook.



Everybody enjoys themselves and they really do show their appreciation for the chance to do some thing out of the ordinary."

It is a super way of getting GOOD publicity and impressing the powers that be that Trail riding just might be something worth helping. So come on you other groups - get organising something similar in your area. Mike will give you all the advice you need. *Mike Rees*

Re: THE RAMBLINGS OF RON WARDALE

I've just read the Ramblings of Ron Wardale in the June issue & having just returned from a walking trip in those same Berwyn hills have to say "you lucky B**tard". The Berwyns hold the record I believe of the largest tract of unbroken heather land in Wales. Which is no mean feat for such a generally barren land anyway! Which got me thinking that on my walks I see lots of tyre tracks here & there across moors & hills & in places not marked as any kind of RoW on my OS maps. Are these hills covered in green lanes or is it the "illegal" element doing this! Or are the maps which seem riddled with RuPPs / Byways anyway, still lacking these lanes? When I recover from my road bike accident from last year & get another bike I intend to take a trip up there.

I'm always reading about byways claims & the problems people have in the overpopulated, congested, not well laned districts of the UK but have not read of this in places like North Wales where the maps show quite a lot of Byways & loads of RuPPs. Are there enough claims being put in for these areas? as presumably there aren't many people there to do this task! How can outsiders help? Heaven strike me down for saying so but I almost don't mind losing a rubbish lane behind some council garages populated with burnt out cars if I can put the effort into converting a rewarding lane over hill & stream from RuPP to Byway. Which again gets me onto the subject of "how do we locate the RoW". Even in my local Bristol area there are many more lanes than I know of & trips out with the local club whilst great fun do little to my awareness of the "hidden" lanes as we're nearly always on the lanes I know or if not they're on lanes which neither I nor half the other riders know where we are exactly. Politics aside I find less than enthusiasm when I ask about how to find out about lanes. Comments like "ooh, aah, you'll have to spend lots of time over at Kew." "It takes a lot of effort." "Frustrating" are not comments to encourage my enthusiasm. Knowledge is power it seems. No wonder so many sit back & let a few do all the hard work & just go on the rides.

I think it would be a good idea to publish, say on the web site, which lanes (by

county / Road Number) have been claimed & their status & compare with a list of the RuPPs still to do? That way we can see how many are in our area (& others) & how much progress we're making. I for one don't know if the RuPP I ride most regularly has had a claim put in already. Or perhaps we're all putting claims in for the same few lanes & ignoring the others. As I understand we have to have put the claim in by a set date (this October) so it would be better to at least put lots of claims in then fight them closer & individually later on. *Chris Barrable*

TRAIL RIDING ECONOMY - UPDATE

The Motorcycling Industry have just released some figures that support our Trail Riding Economy Figures.

The latest figures from the MIA state that there are 5.5 million motorcycle license holders and the industry is worth £3 billion per year, employing 15,000 people (direct employment by motorcycle businesses).

Therefore if only 150,000 license holders use byways this equates to only 3% (or 6% if it is taken into consideration that only 50% of license holders are considered active), and an industry worth £200 million equates to only 6% of the turnover.

These latest figures may well support a figure of over £500 million as the total contribution that trail riding has with the rural economy.

I think we may have underestimated or more importantly it provides a robust argument that our figures are conservative. *Chris Marsh*

CLASSIFIED

BRENDAN CHASE B & B Lake Windermere from £15.00 each x 4 sharing. Bike lock-up, parking, all rooms c/h, CTV, H & C, pub and grub handy, CCTV surveillance. Tel: 01539 445638.

CCM604E SPORT 1999. Only 500 road miles. Immaculate condition. Many factory extras. Ring for full spec. £3300 (p/x considered, XR400 or similar). Tel: 01482 502270 or 07949 160634 mob (Yorkshire).

HONDA XR280 1997. Full T&T. Devol sumpguard. Wide pegs. 6000 miles. Mechanically sound, very reliable. £1995 or swap for Mark 3 CRM. Tel: 01522 794969 (Lincs.).

HONDA XR400RS 1999. UK bike. 2900kms. Mint condition, many extras. Price new £4600, bargain at £2975. Photo can be e-mailed. Available end July. Tel: Paul 07967 388875 (Nottingham).

SUZUKI DRZ400 Yellow. March '02. Lots of extras, excellent condition. £3000. Tel: Mark 01332 874947 or mob: 0777 9541903.

YAMAHA SEROW XT225 1991. 12000kms. Blue/white. Electric & kick start. New wheel bearings, Renthal chain & sprockets & recent tyres fitted. Renthal bars. £1500 ono. Tel: Neil 01282 457032 or 01282 606559 (day).

SEROW SPECIAL EDITION September 1999. Just 3500 miles. Light trail use only, mature owner. Renthals, barkbusters. Immaculate. £2100 ono. Tel: John 01484 723099.

YAMAHA TTR250 "R" reg 1998. White/Purple. All original with barkbusters, less than 3000kms. Nice condition with full MOT. £2150 ono. Tel: 01460 66452.