GROUPS

BLACK COUNTRY
John Chilton, Tel: 0902 659009
1 & 3 Thursdays, 8.30pm, The Mitre, Church Road, Bradmore, Wolverhampton
BRISTOL
David Clegg, Tel: 0275 844569
2nd Monday, Warmley Community Centre, Deanery Road, (A420), Kingswood.
CAMBRIDGE
Richard Palmer, Tel: 0353 88344
1st Thursday, Golden Ball, Boxworth.
CHESHIRE
John Johnson, Tel: 061 427 6963
2 & 4 Monday, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport.
CORNWALL
Sally A. Madgwick, Tel: 0208 74411
Ring Secretary for details.
CUMBRIA
Roger Harris, Tel: 0539 725198
2nd Wednesday, Duke of Cumberland, Kendal.
DERBYSHIRE & SOUTH YORKSHIRE
Kevin Marsh, Tel: 0246 237910
2 & 4 Tues., Enfield Arms, Broughton Lane, Altercliffe, Sheffield
DEVON
Richard Arscott, Tel: 0803 612950
2nd Tuesday, The Welcome Stranger, Bickington, Nr. Newton Abbott.
DORSET
Tony Summers, Tel: 0202 894419
1st Tuesday, Greyhound Inn, Winterbourne Kingston. (Nr. Bere Regis)
EAST MIDLANDS
Graham Chinnery, Tel: 0332 863433
2nd Wed., The Chequers Inn, Main St., Breaston, South Derbyshire, J25 on M1.
EAST SCOTLAND
Les Mollison, Tel: 0382 738530
2nd Wed., Glencarse Hotel, A85, Perth to Dundee Rd.
EAST YORKS
Dave Barratt, Tel: 0977 672402
2nd Wednesday, Kellingley Social Centre, Knottingley
ESSEX
Mark Kinard, Tel: 0279 777620
4th Tuesday, Green Man Pub, on A120, Takley.
GLOUCESTER
Charlie Morriss, Tel: 0453 885323
1st Tuesday, Painswick Institute, Painswick, Glos.
HERTFORDSHIRE
Alan Vincent, Tel: 0923 775263
1st Wed., Coach & Horses, Newgate Street, Nr. Cuffly
ISLE OF WIGHT
Mick Holbrook, Tel: 0983 866361
Last Thur, Liberal Club, Landguard Rd, Shanklin, I.O.W.
KENT
Jeff Hayward, Tel: 0322 863521
2nd Tuesday, Pied Bull, Farningham, Nr. Brands Hatch
LANCASHIRE
Keith Westley, Tel: 0704 893215
1st Tuesday, Hindshead Pub on A49, Charnock Richard
LINCOLNSHIRE
Alan Wilkinson, Tel: 0529 60793
4th Thur, The Queens Head, Kirkby-la-Thorpe, Sleaford
LODDON VALE
Bernard Green, Tel: 0344 50289
2nd Thurs., Inn in the Park, Woodley Centre, E. Reading.
NORTH MIDLANDS
Simon Lowe, Tel: 0298 24388
1st Tuesday, Stafford Arms, Bagnall & 3rd Tuesday, Cheshire Cheese, Buxton
NORTHUMBERLAND
Mark Snoddy, Tel: 091 386 0749
1st Tuesday, The Beamish Mary, No Place, Co. Durham
NORTH WALES
John Mills, Tel: 0477 534425
1st Wednesday, Hope & Anchor, Ewloe Place, Buckley
RIBBLE VALLEY
Anthony Dinsdale, Tel: 0200 28507
2nd Tuesday, Pendle Hotel, Chatburn, Clitheroe (off A59)
SHROPSHIRE
Mr. C. Ball, Tel: 0952 598092
2nd & last Wed., The Bell, Crosshouses, Shrewsbury
SOMERSET
Peter Banks, Tel: 0749 860396
Last Thursday, The Canal Inn, Wrantage
SOUTHERN
Euan Harrison, Tel: 0962 733781
3rd Wed., The Ship Inn, Owlesbury, Nr. Winchester
SOUTH LONDON & SURREY
Brian Wright, 081 686 3458(Wed-Sat) or 0679 63373(Sun-Tue)
9pm every Wed, Lingfield Health Club, Ruxley Lane, Ewell, Surrey
SOUTH NORTHANTS
Bob Balderson, Tel: 0604 494947
2nd Monday, The Spencer Arms, Chapel Brampton
SOUTH WALES
Stuart Dodwell, Tel: 0446 710851
1st Thursday, Welsh Institute of Sport, Cardiff, 8p.m.
SUFFOLK
John Green, Tel: 0473 730493
Last Wed., Manger Pub, A134 Sudbury Rd, Bury-St-Ed.
SWINDON
Pete Owen, Tel: 0793 750557
1st Wed, Jacobs Ladder, Stratton St. Margaret, Swindon
SUSSEX
Bevis Billingham, Tel: 0243 585128
Last Thurs, Ashing on Social Club, Rear of Red Lion, A24, 9 miles North of Worthing
TEESIDE & NORTH YORKS
Leo Crone, Tel: 0325 380117
1st & 3rd Wednesday, Blacksmiths Arms, Swainby
THAMES VALLEY
Don Hoaglin, Tel: 0474 813977.
3rd Mon, District Arms, Woodthorpe Road, Ashford, Middlesex
WEST ANGLIA
David Knight, Tel: 0933 313816
1 3 Thurs, Scott Bader Clubhouse, Opp. Parish Church, Woolaston, Wellingborough
WEST MIDLANDS
Dennis Hayter, Tel: 0527 23550
1 & 3 Tuesday, Wilmcote Mens Club, Stratford on Avon
WEST SOMERSET
Geoff Pollick, Tel: 0395 232124
Meeting place to be arranged
WEST YORKSHIRE
Gordon Carr, Tel: 0535 644568
1 & 3 Thur, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford
WILTSHIRE
Bill Riley, Tel/Fax:0225 863811
1st Tuesday, The Toll Gate, Holt, Trowbridge
WYVERN
Steve Pighills, Tel: 0902 672479
Every Thursday, 10pm, Potter's Rose & Crown, Colley Lane, Halesowen

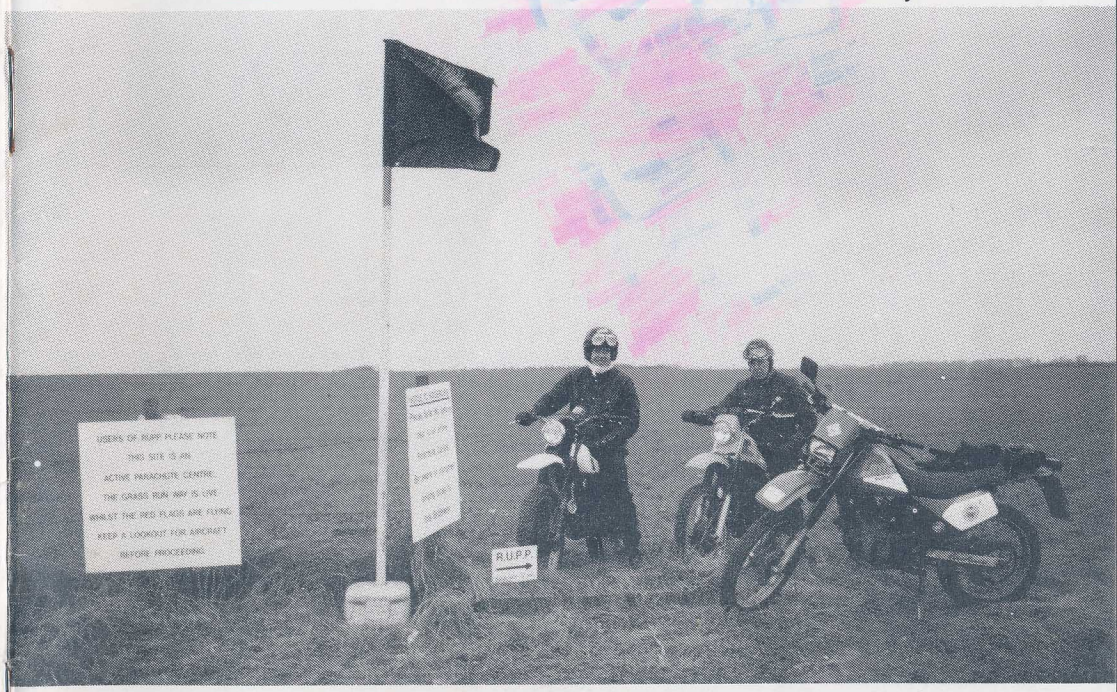
Printed by Ellison Printing, Rishton, Lancs. Tel: 0254 883208

TRAIL

NOVEMBER, 1994 **No. 194**

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

EDITOR: Mike "Nettlebed" Pedley.



Derek Parker and Gerry Holdstock. Map Ref: 187111 - Photo by Mike Hallam.
SIGN READS -Users of RUPP please note:
This site is an active Parachute Centre, the grass runway is LIVE whilst the RED flags are flying. Keep a lookout for aircraft before proceeding.

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

CLASSIFIED

BRENDAN CHASE B & B. Lake Windermere. From £12.50 each x 4 sharing. Bike lock-up. Parking. All rooms C/H, CTV, H & C. Pub & Grub handy. Tel: 0539 445638.

YAMAHA DT125R 1990 "Q" reg, immaculate condition, taxed and tested, 9000 miles. £575 o.n.o. Tel: Darlington 0325 374445.

HONDA XL185S "X" reg. Tel: 071 736 5259.

MTX 125/200 loads of assorted spares. All cheap. Tanks, seats, panels, wheels, etc. Sorry no engine bits. Tel: 0773 745843. (Answerphone most days. Human most evenings).

KMX200 91 "J" Renthals DEP 18" RW. 7000 miles. Very little dirt use. £1200. Tel: 0954 251594.

WANTED XR250. Must be reg. Anything considered. Please phone 0772 684258.

THE ULTIMATE trail bike '94 Yamaha TT250R electric/kick start. 3000KMS carrier tool/butty bag. Full plastics bash plate. Discs, spare rear wheel and road/trail tyres. 2 months old. Superb £4500 o.v.n.o. Tel: Rochdale 0706 365822.

SEELY HONDA 200 Twin shock trials bike. HRC engine in a Seely frame. Long tax and MOT. Fully road legal. Phone for details. Ian Firmin 0474 (Gravesend, Kent) 350503 any time. £550.

FOR SALE 1 pair white "Gaerne" trial boots. Size 42 (8). Quick release clips. As new. Cost £120. Accept £30. Tel: 0634 864354.

WANTED XR250 Honda. Must be good condition. Phone 091 263 3052 after 7 p.m.

KDX125. Full power. Upside down forks, 520 chain and Renthal bars. "L" reg, green, T & T. £1500. Phone Mark on 0742 854776.

DR350S "J" reg. (July '92). 4000 miles. Recent tyres. VGC. £1695 o.n.o. Tel: 0772 455817 (Preston).

TRAIL RIDING "The Book" is back re-printed exploring green roads and lanes of Great Britain. Autographed copies £14.95 from Ian Thompson, Glebe House, St. Columb Minor, Newquay, Cornwall, TR7 3HB.

MAGAZINE ADVERTISING

***DISPLAY ADS:** Phone for rates:

Alan Wilkinson, 29 Christopher Close, Heckington, Sleaford, Lincolnshire, NG34 9SA Tel/Fax: 0529 60793 Business Tel: 0529 304505

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

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

TRF OFFICERS

CHAIRMAN ..... Richard Marshall, 1 Burlington Close, Breaston, Derby DE7 3UB Tel: 0332 873416

PUBLIC REL. OFFICER ..... Brian Wright, 3 Kensington Terrace, Sanderstead Road, South Croydon, **AND DEPUTY CHAIRMAN** Surrey, CR2 0PJ Tel:081 686 3458 (Wed-Sat) Tel:0679 63373 (Sun-Tue)

MEMBERSHIP SEC. ..... Garry Watson, 6 Tennyson Place, Cleckheaton, Bradford, W. Yorkshire BD19 3DJ. Tel: 0274 870162

SECRETARY ..... Peter Ballard, 210 Spring Meadow, Clayton-le-Woods, Leyland, Lancs. PR5 2PP. Tel: 0772 455487

RIGHT OF WAY OFFICER .. Tim Stevens, 101 Square Lane, Ormskirk, Lancs. L40 7RG Tel: 0704 894136

TREASURER ..... Tim Ley, 17 Heigham Close, Shelton Lock, Derby DE2 9QF Tel: 0332 704748

EDITOR ..... Mike Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe, Lancs. BB7 4JF Tel: 0200 445657

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

EDITOR

For the hundreds of you who didn't bother to attend your AGM I can tell you that the turnout consisted of the usual die-hards who, I must assume, either enjoy such meetings or have no-one to go riding with. Why else would they drive hundreds of miles to sit in a stuffy windowless room? Not surely because they have the interest of our Fellowship at heart - no, never!

If your Group did send a rep. to the meeting then you will no doubt be aware that from the end of 1994 we are without a Rights of Way Officer. Of all our Executive posts this is surely the most important and we really cannot contemplate starting 1995 without filling this post. It is of course a daunting prospect for any member to contemplate taking on this job but there are certainly one or two, who shall be nameless, who could. And don't forget, as our RoW you will quickly become nationally notorious! The world of RoW officers is an extremely small one. Most local authorities employ one but they often operate on a reactive basis only - leaving their desk only when forced to do so - to visit a local farmer who has put barbed wire across a stile or the like. The real cutting edge of RoW work still lies with organisations like LARA, the BBT, the Ramblers and of course our own and it is not surprising that previous postholders have gone into full-time employment in this field. So, there's another incentive - a career change!

But, I digress, away with the doom and gloom, there's riding to be done and I'm pleased to report that the Ribble Valley Group have actually started a Classic Trail Bike section. What, you may rightly ask, is a Classic Trail Bike? We define it as one which is a least 10 years old or has twin shocks and/or steel rims. The reason being that trail bikes have changed out of sight - the new ones having long travel suspension, more power, etc. and it can be hard work for the older ones (bikes that is!) to keep up. Or the riders of the more modern bikes have to wait for the older bikes to catch up. It may well be that a lot of members might even want to do their trail riding at the more leisurely pace dictated by the older bikes and novices are welcome to tag along no matter what they ride. The difference being £1000 and 5mph.

Ring me for dates and times. Oh, and please, no wax-cotton - we still have some principles!

NETTLEBED

WESTFIELD FARM

Haworth,
West Yorkshire

Bring the family to West Yorks. & your bike too!

Wendy & Gordon Carr have 5 high class Cottages on a hill farm with plenty of family interest in the area, but better still, hundreds of miles of Green Lanes within riding distance. We'll mark your maps.

Short lets in Winter,
Weeks only in Summer.

0535 644568

TRF FORWARD PLAN 1995

* * SETTING THE SCENE * *

The recreation of motor cycling along unsurfaced roads is perceived by many as at best peculiar and at worst something that is inappropriate in the countryside and that should be stopped. In spite of this trail riding has survived and flourished in the past 25 years since the TRF was founded, through the enthusiasm, dedication and expertise of our members and friends.

If the forward plan is to be of any real benefit to us then it should provide guidance and prioritise the actions of all of us in the TRF. Clearly if this is the case the Plan will need to evolve and be developed in the light of changed circumstances. The prime role of future Executive Committee Meetings would therefore be to regularly review the Plan, help to develop some of the detail where required, and to promote the actions in the Plan to our members.

ELEMENTS OF THE TRF 1995 FORWARD PLAN

* Cataloguing vehicular rights of way
* TRF Regionalisation
* Improve external liaison
* Environmental impact study of vehicles in the countryside
* Improve publicity

CATALOGUING VEHICULAR RIGHTS OF WAY

The 4Rs - Research, Ride, Record and Register. Devise and agree a common system capable of cataloguing vehicular rights of way with or without a computer. This will enable historical evidence of rights to be recorded, evidence of use to be collated and then the registering of these rights with highway authorities.

Target 1 - Agreed TRF system for recording all VRoW - June '95
Target 2 - Three counties fully recorded and registered with the highway authority - Nov '96
Target 3 - All counties in England and Wales to be initially recorded - Nov '98

IMPROVE EXTERNAL LIAISON

TRF groups to be represented on local CRAGS, County RoW and National Park consultative committees. Liaise with local BHS, RA, AWDC, etc. to resolve local issues.

Target 1 - Groups to be represented on at least one committee - June '95
Target 2 - Groups to have initiated local user liaison - Nov '95

ENVIRONMENTAL IMPACT STUDY OF VEHICLES IN THE COUNTRYSIDE

Detailed quantitative research with report carried out by a reputable independent organisation, eg: a university, into damage, noise and pollution. To include comparisons with other impacts.

IMPROVE PUBLICITY

Enhance our external influence and image with improved publicity and material.

Target 1 - TRF Handbook - Completed 1994
Target 2 - TRF Handbook and Green TRF Leaflet distributed to local authorities, National Parks, etc. - Mar '95
Target 3 - TRF Display Boards available for meetings, conferences and shows - Now Available

Richard Marshall, Chairman

REGIONALISATION - *A WAY FORWARD?*

Current difficulty finding successors for several of our national principal officers prompted suggestions at the September Executive Meeting that the problem might be alleviated to some extent by regionalisation. Being the secretary for the only TRF region in existence, so far, I thought a few words might be appropriate as to how it might work.

First a brief history; in 1988 the idea of forming regions within the TRF was first suggested at an exec. meet., and met with some support in the Bristol and Somerset groups. Here the TRF was holding regular consultative meetings with the County Council and the Exmoor, Quantock and Mendip Authorities. Many of the organisations we liaised with at these meetings were themselves regionalised and it was hoped contact with them would be facilitated. The Sports Council in particular preferred to negotiate on a regional basis and we subsequently appeared in their yearbook as a separate entity to the ACU. The Sports Council also had funds available for suitable projects. In any case if opportunities arose which required a regional response then we were ready. This occurred in June 1992 with a request from the S.W. Sports Council for information needed to compile a Subject Report on Motor Sports Facilities in the South West. A hastily convened meeting, using a venue cribbed from the BMF, was attended by at least one TRF representative from each county in the S.W. A fairly concise response to the Sports Council questionnaire was agreed in the morning and we all retired to the local for lunch. An afternoon session saw us elect a new chairman (in his absence), followed by an interesting, informal exchange of info, ideas and experiences. In all an enjoyable day making the acquaintance of fellow enthusiasts from our neighbouring counties; a day which we have repeated twice a year since and which, judging by attendance, is not losing its appeal. Oh yes, the Sports Council Report appeared the following spring and has proved to be a very useful document.

Our most recent meeting, on 15th October '94 began with a few formalities, like ordering lunch, electing another new chairman (in his absence) and setting an agenda. This was followed by a discussion on the problem of succession in the TRF and the value of regionalisation. Whilst unable to identify any candidates for the present vacant national posts it was thought regional responsibilities could well provide experience and confidence for someone who might otherwise be daunted by the step from group to national stardom. The region could also provide assistance to our national officers, with local deputies to help them carry out their duties, easing their workload and thereby making their positions less onerous. The pressure on a national RoW Officer, for example, would be reduced if local problems were first discussed with

neighbouring groups. Our national secretary would be assisted if a local contact knew what had happened to silent groups.

The view was also expressed that National Exec. Meets. might be more balanced and productive if composed of regional reps from around the country. This would of course require regional meetings to be arranged to ensure reps were well briefed beforehand and, improved communications from the national exec. back down to the groups. Regional reps would be aware of any problems within groups which appeared inactive; whether they were busy responding to important issues in their county or were just a 'riding group'. Encouragement would be available to individuals who found themselves without support from others in their county; the regional meeting being attended by neighbouring members, they may well be able to give tangible support. There was no fear that greater bureaucracy would result from regionalisation as the regions would have no power in themselves, but rather an improvement in contact between neighbouring groups would be promoted whereby common problems and possibly common solutions might be identified; these could then, if appropriate, be addressed by action at national level.

Our meeting continued after lunch with agreement on finance and the revision of our yearbook, with group details, for 1995. It was hoped all groups would arrange for their AGM's to be held before Christmas in future, so that details of officers etc. could be available for the new year; thus assisting both the national and regional secretaries. Other subjects discussed included; the behaviour of our respective county authorities, RoW legislation, how to improve PR, assisting each other by exchanging information material, horse events and the success of various recruitment campaigns.

If the TRF is to develop, regionalisation could well be the way forward. It does not entail a lot of work to set up. First find out if your own and neighbouring groups are interested and identify who else would be in your region; this could usefully be the same as one of the Sports Council regions though there are some anomalies for the TRF which may need resolving. Then find a convenient venue somewhere near the centre (I telephoned the BMF regional rep and found out where they meet), set a date (perhaps a few weeks before an exec. meet.) and send out invites to all relevant TRF groups, and national officers, in good time (plus put an advert in TRAIL). If the S.W. is anything to go by, you can be sure of an enjoyable day in the company of folk who care about trail riding and its future.

Peter Banks, Somerset Group Rep

THE WEST SOMERSET HOTEL

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

All this for £15 per night B & B, half board £22.50 inc. 3 course Evening Meal.

Contact us at:
Swain Street, Watchet, Somerset TA23 0AB.
Tel/Fax: 0984 34434

A guide to claiming expenses from national funds

This has been written on the understanding that as a rule local group activities are self financing and that this guide relates solely to projects funded wholly, or in part, by the National TRF or to claims by its officer. All expenses so claimed will have been previously authorised in principle (at least) by the Executive Committee, although there may be exceptions.

To put a definition to it, expenses must be wholly, necessarily and exclusively in pursuance of the Fellowships business. Where possible I would appreciate receipts and vouchers where they can easily be obtained. The basis for repayments is as follows:-

1. TRAVEL COSTS

I would expect you to choose either the most convenient or the most economical means of transport (or a combination of both). Rail fare is refunded for 2nd class travel. Car mileage at 15p per mile or alternatively petrol + 10%. Parking/toll charges will be refunded where necessary. Tickets and receipts would be appreciated. Travelling expenses for motorcycles are negotiable - please contact the Treasurer before making a claim.

Incidentally where journeys to Executive Meetings exceed 100 miles payment can be claimed towards the costs.

2. HOTELS AND MEALS

The choice of hotel and price will vary from area to area. Basically the TRF will pay for 'reasonable accommodation' which would be inclusive of full English breakfast and the cost of an evening meal where necessary.

Please note - a receipt is required.

3. TELEPHONE CHARGES

Where it is necessary to use your telephone for 'business calls', the TRF will pay for the additional cost of call(s) plus VAT as shown on your telephone bill, or an estimate will suffice.

Postage, stationery and other additional minor costs can also be claimed.

FOOTNOTE

There is no intention to impose 'hard and fast' rules. The above is intended in the main as an outline.

If you have a project in mind please contact either myself or any other member of the Executive to discuss finance from either the General, Fighting or the Bursary Fund.

T. Ley, Treasurer

NOTICES

ROAD TAX CHANGES

It has been suggested that changes are made to the Road Tax Laws. As I see it the proposals are that a tax is paid on every vehicle that you own and is registered. If you take it off the road you will still have to pay tax. Although this may not affect the trail rider as much as say the classic car collector, we can still make our point known. Protests against this proposal should be sent to: Policy Department, DVLA, Swansea.

DISPLAY UNITS

Two sets of NIMLOK Display Units have been purchased by the TRF. It is intended that both sets will be used to form a large integrated display at major events, whilst single sets will be available for use by Groups.

Ready-to-use enlarged photographs, logos, posters, and other promotional literature will be available for use with the display panels. Attachment is by Velcro tabs.

The panels may be used in an open layout or in a triangular format using three poles in locations where space is restricted. The "Flat Pack" dimensions (panel size) are 900mm x 1200mm (approx. 3' x 4') and the shipping weight is approx. 22 Kilos. The set of display units can be despatched by Road Carrier for delivery on weekdays to commercial premises on a 3 day service at a current cost of £6 plus VAT.

Contact: Jeff Ward, Gretton Road, Weldon, Northamptonshire, NN17 3HY.
Work Tel. No. 0536 267036 or Fax. No. 0536 408787.

BMF TO JOIN FEM

Saturday's BMF AGC at Hinckley saw a major change in BMF policy when the meeting, attended by 171 delegates, voted in favour of joining the Federation of European Motorcyclists (FEM). Although already a member of the European Motorcyclists Association (EMA), the BMF see this as a major step in increasing the BMF's influence in Europe.

Steve Bergman, 43, who was elected as the new BMF Chairman expressed himself well pleased with the result and promised swift action in implementing the move. Simon Milward, FEM Secretary General who had earlier addressed the meeting said:

"This is great news. Now we can really kick ass in Europe!"

NEXT EXECUTIVE MEETING - 26TH NOVEMBER 1994

National Motorcycle Museum, Birmingham, 10.30 a.m. - *AND IT IS FREE.*

Major topic for discussion will be "Cataloguing of Rights of Way".

Group Reps should consider whether they or another group member could provide useful input to this subject. Let us try to get more than a third of the Groups at the Exec Meeting this time. Rules and Constitution, No. C4:

"Each Group shall hold an AGM for the election of its Officers AND the Group Representative on the Executive Committee".

Peter J. Ballard, Nat. Sec.

GROUP NEWS

ATTENTION LODDON VALE GROUP MEMBERS!

Note that the December '94 meeting (AGM), 15th December, and all subsequent 2nd Thurs./month meetings will be held at the "Inn in the Park", Woodford Pavilion, Woodley Centre (E. Reading). *B. Green*

1995 LARA CONFERENCE

LARA is pleased to announce this conference, which will take place at:
The Royal Spa Centre, Leamington Spa, Wednesday 8 March '95

This will be LARA's third annual conference, and it will provide a forum for discussion on competitive motorsport and its contribution to an improved environment. Attendance at the Conference costs £50 to include all conference papers, and lunch.

Please note: there are reduced rates for LARA members, representatives of Research Institutions and Colleges,and members of sporting organisations recognised by the Sports Councils and CCPR.

PROVISIONAL PROGRAMME

9.30 Registration and coffee
10.00 Welcome: Christopher Belton, LARA Chairman
10.05 Chairman's Introduction: Rt. Hon. Michael Jopling, DL, MP
10.15 100 years of motorsport
11.00 Governing Body Initiatives: John Quenby, RACMSA
11.30 Coffee
11.45 Problems of unauthorised users
12.30 Lunch
14.00 The Land Agency View: Brian Jones, Forestry Commission SW
14.30 Planning Issues: John Harrison, Sports Council of Wales
15.00 Tea
15.15 The Competitor's View
15.30 Open questions
16.00 Chairman's summing-up
16.15 Closing Comments: LARA Chairman
16.30 Conference Ends

This Conference is organised by LARA for the benefit of all, and in particular those who provide for motor sport, foster it, and participate.

Please complete and return this booking form - or use a photocopy if that is more convenient.
Your booking will be confirmed, and an invoice and directions will be sent to you.
All conference papers will be issued on the day, and certificates of attendance will be available.

For further details, contact: 1995 LARA Conference Co-ordinator, The Motorsports Facilities Unit, c/o The A-CU, A-CU House, Wood Street, Rugby CV21 2YX

1995 LARA CONFERENCE - *"What's wrong with Motorsport?"*

Please reserve ___ place(s) at the LARA Conference on 8th March 1995. (Do not send any remittance at this time).

Name(s): ..... Representing: .....

Address: ..... Position: .....

..... Telephone (day): .....

..... Please indicate any preference for a vegetarian

Post Code ..... or other diet: .....

LARA NEWS

RAMBLERS TAKE ON SECRET HIGHWAYS

Following the successful LARA conference earlier this year, we are pleased to note that our walking colleagues are keen to record and use the roads that were missed, not only by the tarmac lorry, but also by the surveyors for the definitive map. 1995 is the Ramblers' Diamond Jubilee, and the North Yorkshire and South Durham Area has chosen to celebrate by seeking out the secret ways. We wish them well, and as far as hidden resources are concerned, they could hardly have chosen a better place. The Dales have never been well served by Byways, and much of Durham is patrolled by keepers whose job is to keep us out, and yet many old roads are there for all to use, if only they knew. We have not been encouraged, in the past, by the reactions of RA members to our Byway claims, so we are particularly pleased to note that there is in the announcement no hint of any desire to exclude vehicles from the routes that they discover in this process. They will certainly find that on some, at least, of the secret ways, we have been there before them.

Perhaps this initiative will serve to demonstrate to all walkers that sharing information and sharing routes is better for us all, and better for the landscape, too.

* * * * *

NATIONAL RoW OFFICER

The '94 AGM failed to elect a National RoW Officer following Tim Stevens move to LARA.

Your TRF needs a RoW co-ordinator to put together a team of RoW workers for 1995 urgently.

If you have any interest please contact an Executive Member.

* * * * *

FROM THE NATIONAL SEC.

The following statistics were presented at the recent 1994 TRF AGM. The numbers are taken from the official TRF records of attendance filled in by all attendees.

I hope that they will make a few people think about our organisation and a few Groups think about their existance and their use to the TRF.

Should the TRF hold the groups together or the Groups hold the TRF together?

THE 1994 'LOST' GROUPS

The following groups have failed to tell the TRF who their officers are:

GROUP	ATTENDANCE (Execs & AGM)
East Yorks.	0/5
Essex	0/5
South London & Surrey	4/5
West Anglia	0/5

Why?

ATTENDANCE '93 AND '94

41 Groups

AGM 1993	24	58%
Exec. 27/11/93	12	29%
Exec. 12/2/94	19	46%
Exec. 4/6/94	15	36%
Exec. 10/9/94	17	41%
AGM 1994	?	

ATTENDANCE '93 AGM AND '93/'94 EXECS.

ALL
Black Country
East Midlands
Gloucester
Lancashire
West Yorks.

12%

NONE
Cambridge
East Yorks.
Essex
I of W
Shropshire
Swindon
Sussex
West Anglia

20%

At a glimpse membership figures over the years

Year	New	Renew	Total	% Renewals
1970	132		132	
1971	124	66	190	50
1972	116	144	260	76
1973	153	148	301	57
1974	166	225	391	75
1975	173	228	401	58
1976	102	208	310	52
1977	156	223	379	72
1978	414	255	669	67
1979	395	460	855	69
1980	415	476	891	56
1981	336	442	778	50
1982	300	387	687	50
1983	465	522	987	76
1984	470	609	1079	62
1985	413	538	951	50
1986	950	664	1614	70
1987	700	1035	1735	64
1988	685	880	1565	51
1989	636	998	1634	64
1990	632	880	1512	54
1991	555	935	1490	62
1992	450	1061	1511	73
1993	487	1149	1636	76
1994	**435**	**1103**	**1608**	**68**

MEMBERSHIP SECRETARY'S REPORT

BREAKDOWN OF THIS YEAR'S FIGURES

The present membership figure of 1608 consists of: 53 life members, 5 honorary members, 11 complimentary members ie: NFU, BHS etc. and 1537 ordinary members... *who's calling me ordinary?*

Of the current members, 1103 are renewals from last year (68% renewal rate), and we have 463 new members this year, one of whom joined as a life member.

Comment

Of the 463 people the new computer says have not renewed membership for this year, 220 were new for 1993 and 243 were renewals from previous years. The latter are the group of members I am most concerned about losing. I would expect a large percentage of new members to drop out, as it can only be expected that a good number of these simply found that our pastime was not for them.

Fellows,

It doesn't seem like a whole year since we were at an AGM.

One of the many things that have happened, in this short year, is the stand some have made on our rights to have fun, others, some of the thinkers among us, have questioned the risk of feeding the adverse publicity machine.

I really can't agree with the notion of hiding from bigots in order to have a quiet time of it. After all, small events in the TRF calendar like the Coast-to-Coast and the Dales Weekend are legitimate activities organised by good folks who enjoy the company of people with similar interests. I do agree that we need to be careful to organise such events as well as possible to alleviate the risk of bad publicity, but we must organise these events, standing up and saying that we have a right to be out there! Didn't you know that we are at the risk of losing many of the lanes that are ridden in the Coast-to-Coast purely because of a lack of user evidence? Those lanes are under used! DID YOU FILL IN USER EVIDENCE FORMS FOR THE LANES YOU RODE LAST YEAR?

Just to put things into perspective... there is a small annual trials event, run in my part of the world, called the Scott Trial, ever heard of it? Each year motorcyclists take to the lanes in their HUNDREDS, in an organised event, having serious FUN, some competitors and some followers, all on green lanes! There are other classic bike events and runs, some that go across whole counties, involving as many as two hundred and more motorcycles, just as they have for decades. I've not seen any adverse publicity given to these events and those I do hear mention them only talk fondly of them. Most non-motorcyclists have never heard of these events!

Remember, bigots will be bigots because that's the way they are, you are unlikely to change that and they will put out adverse publicity whatever you do or don't do! By pulling together, organising runs of whatever scale, making sure that good publicity comes of your activities (see the cover of our October edition of Trail) you can change the attitude of those who might otherwise listen to the bigot.

One of the things our Fellowship is about is fighting to keep rights of way open for all to use, well, I know some of you couldn't give a toss about anyone but you and your motorbike in your own patch and sod everyone else! I rather suspect that if you are reading this at the National Motorcycle Museum, you are not of that type.

Unless we all work towards the same goals, pulling our weight on a local, REGIONAL and national level within the TRF and related organisations, then we might as well all give in now. Some individuals appear to do nothing for their fellows, some Groups appear to do nothing for the Fellowship, I just hope they are doing something more than that in their own area.

OK, I joined the TRF so that I could find out where to ride my bike legally, I didn't want to have any more hassle than I could avoid. What made me rejoin the Fellowship and get involved, to the level I am now, is because I believe in the principle that all should be free to enjoy the countryside no matter if it is on your own two feet, riding a horse, mountain-bike in a car or soaring above it in a microlight,

climbing, canoeing, fishing, etc. I'd find it hard to belong to any group that persecuted other legitimate users as a policy.

Freedom to have fun in the countryside, of course, does not come without responsibilities such as: making sure that you don't make so much noise whilst following your chosen pastime that you spoil the enjoyment of others and making sure that you do not otherwise pollute or damage the countryside you've come out to enjoy.

I see it as my responsibility to see to it that future generations are free to enjoy those freedoms I do today, that's why I do my bit for the Fellowship. Whatever I do, and the likes of Dave Giles, Tim and Mary Stevens, Tim Ley and Peter Ballard, Jeff Ward, Sam Watt, Leo Crone, and all the others, who've become familiar names to me, do, whatever we do is all but lost because of the magnitude of what's to do... we need all the help we can get.

Garry Watson

RoW NEWS

THE GAP ROAD UPDATE

A Powys sub-committee took an hour to recommend confirmation of the TRO banning vehicular use. A 2-page summary of 450 letters (and 500 signatures) was very fair but did not (perhaps could not) include the objectors individual points and nuances. A less fair 4-page report accepted that a TRO could not be justified on the grounds of either surface damage or safety and left it for Members to decide whether or not to proceed solely on the amenity issue.

Three of the lady members called for a meeting with the user groups in the interests of democracy. Unfortunately it was tales told by two men that carried the day. One spoke of a motley collection of 4 x 4 vehicles 'seen in the general area' with drivers who were unresponsive, abusive and said to have greatly annoyed local landowners. The other (the prospective labour MP for Radnor) spoke of introducing his young daughter to the delights of walking in the hills when a group of noisy, polluting motorcycles marred the occasion being ridden at speed and not always on the track.

We do not know how true or embellished these stories were but they were heard. The words of a thousand concerned, considerate and caring vehicle users were not. A PI would have enabled our voices to be heard but as one Member pointed out an Inquiry would be very costly and would simply give the committee the view of one more person - the Inspector - before it came to the same conclusion!

It remains to be seen if common justice prevails when the recommendation is considered by the whole Council in October.

CLAERWEN - A GOOD RESULT

It took the Welsh Office only 3 weeks to announce its decision following September's Public Inquiry into Dyfed's proposal to add byway 79/39 to its Definitive Map. The objection by Elan Valley Trust was dismissed and we now have a confirmed vehicular route from Ffair-Rhos to Claerwen dam. The case hinged on the attempts by the Trust and its predecessor bodies to prevent use by gates and notices.

The signs and barriers erected by the Trust in 1987 were challenged by WTRA and that led to the byway order. However it was claimed that Birmingham Corporation (who acquired an interest in the land for their reservoir project) had erected notices in 1965 and maintained them for a number of years. This was countered to an extent by the production of a 1967 John Ebbrell article printed in the 'Motor Cycle' but Dyfed's telling case was that only a land owner can challenge the public's rights by notices, gates or oral warnings and that in this instance, the landowner was the Crown Commissioners.

Dyfed had ensured that the Commissioners were not opposed to the byway proposal so, with satisfactory user evidence and a few half convincing old maps, the Inspector had no difficulty in confirming the order.

MONKS TROD

Powys held back on its review of the existing TRO pending the Claerwen PI. An undisclosed recommendation is now expected to be presented in November or December to the sub-committee which decided to ban all vehicles on the Gap.

The above 3 reports were sent in by Bill Kershaw

RoW UPDATE FROM 02DAVID GREENSLADE

1. David Vatcher has covered the points of the recent Pimperne case in the minutes of the last group meeting. LARA and the TRF nationally are at present considering an appeal but this will depend on whether we feel an appeal can be won and how it can be funded.

2. If you find any obstructions when riding or know of any, report them in writing to Dorset County Council using a standard letter or the LARA postcard. These are obtainable from me at the monthly meetings or give me a ring and I'll send you some.

3. Finally to survive and still have routes to ride we need somebody who's interested and good at talking to and indeed lobbying councils members. These could be parish, district or county councillors. We need to win them over to our point of view to stop cases like Pimperne happening again. This also applies to groups like the Ramblers, CPRE, etc. If anybody knows of any body who may be interested please let us know.

David Greenslade, RoW

DERE STREET

Contrary to popular belief Roman Empire didn't stop at Hadrian's Wall. The Romans did have a crack at conquering Scotland. Defeated by a hostile climate, hostile natives and absolutely ferocious midges they retreated and built the wall. Being Romans they built a few excellent roads, Dere Street from Northumbria northwards though the Cheviots being one of them.

The section of Dere Street from Pennymuir to Witton Edge is one of the few sections to survive to modern times and eventually ended up on the Scottish Borders Regional Council list of public roads. Many members of the TRF have travelled on this section of Dere Street.

Following a change in land ownership at the southern end of Dere Street, a local farmer and his son started trying to obstruct and intimidate TRF members. The local council were contacted. The council confirmed that Dere Street was a public road which had vehicular rights. It was also agreed that the council would make every effort to prevent obstruction of the road.

The council met with the farmer to try and resolve the situation. After this meeting the council proposed that the situation could best be resolved by either removing Dere Street from the list of publicly maintainable roads or changing the status to cycle path or footpath.

I objected to the proposed change and asked members from both the local and other TRF groups to object. After several letters and phone calls to the council I eventually obtained a copy of the legal statute under which the changes were proposed. This made interesting reading as Scottish law is considerably different

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to English law. Horse riders would not be allowed on the proposed footpath OR the proposed cycleway. Several members of the British Horse Society were contacted who lodged objections.

There is also no requirement to hold a public enquiry to resolve objections. Instead the council must put their case together with the objections to the Secretary of State for Scotland for resolution.

Removing the road from the list of publicly maintainable roads appeared to be a bizarre proposal. The legal status of the road would not change, there would however be no requirement on the part of the council to maintain the road.

The proposals were due to be debated by the council committee on the 1st September 1994. Sufficient objections had however been received by late August that the proposed changes were withdrawn from the committee agenda. The council is now meeting with the landowner to try and resolve the situation. This could take the form of a request from the council to the TRF that the road is not used during the lambing season.

It is difficult to anticipate what will happen next. The whole issue has become a bit of a hot potato and the most likely outcome is that the council will take no further action to change the status of the road. In the meantime any TRF member who is stopped on Dere Street is quite entitled to contact the local police to ensure that their right to travel on a public road is not obstructed.

What lessons can be learned?

The TRF is very weak in Scotland both in terms of members and in knowledge of Scottish law.

In this case the Scottish legal system worked to our advantage by ensuring the BHS and local horse riders had an interest in objecting.

Making early objections is worthwhile. Sufficient objections were received to ensure that the matter was not even considered by the committee. It is more difficult to change a decision once made than to make sure the decision is not made in the first place.

Thanks to everybody who objected and have fun on the trail.

Mark Snoddy, Northumberland Group

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TRAIL RIDING A LA FRANCE

WHAT YOU NEED TO KNOW ABOUT TRAIL RIDING IN FRANCE - This article was published in the French Press this Summer

Whilst out riding, you could at any time be questioned by a sworn official, a forester, a rural policeman, an elected representative, a grouchy resident, a dyed-in-the-wool green, a hunter; in short, by anyone loudly opposed to trail riding. Believing themselves to be on a mission from God, they seem unaware of the real reason for their action; they are 'at home'... What should you say? What should you do?

To be sure, you should at least know the basic regulations which are in force. On the face of it, they are being ignored by all around you but this only reinforces the prejudices of your detractors! I can't stress enough that you should keep up to date with the columns in the 'Tribune' and the various files already published in Moto Verte. Certainly, you don't need to change into a legal eagle, but you need to be aware of the legalities, not only so that you understand your obligations, but also your rights. Firstly, definitely out are nature reserves, national parks (except main routes still open to traffic), as well as protected coastal zones, especially the dunes at the seaside's edge. And that's that.

In provincial forests, only forbidden are paths with signs or barriers. All others are therefore open to traffic. This is confirmed by the famous article R331-3 of the Code Forestier. Also be aware that Parcs Naturels Regionaux are not... national! They don't relate to sensitive natural habitats but to the development of tourism.

There remains the local stopping up of routes by the municipality or the prefecture: they aren't LAW! Users must be alerted by signs, according to R-44 of the Code de la Route. Each sign must be placed at the beginning of each track/road/trail, and should detail the prohibition of the vehicles concerned, the number of the stoppage and its date, the name of the commune and the time limit on the stoppage: in other words, a trail cannot be stopped permanently in this way. Only take notice of regulation signs... And 'prohibited except for locals' doesn't count because we are constitutionally all equal under the law.

On the trail, whether you ride solo or with a bunch of mates its really quite simple: obey the signs without hitting them! And if there are no signs that forbid bikes, then the trail is open legally. You can learn more by acquiring the Legal Guide entitled 'Droit Chemin' (150F), by writing to Codever, BP 925, 92009 Nanterre Cedex, France.

In absorbing all this advice, you now know the essential minimum of the limits to your trail riding and the substance of your rights. But please, stop feeling guilty like the tender foot hypocrites who cry over the tyre tracks left by their own bikes. Trail riding isn't just a pleasure, it's a right. Make use of the trails and go off and discover the free, untamed and empty France.

Sent in and translated by Andy Wallace, Devon

BASIS FOR A LETTER OF OBJECTION

THE COUNTY SURVEYOR .....
NORTH YORKSHIRE COUNTY COUNCIL .....
NORTHALLERTON .....
N.YORKS .....
DL7 8AH .....

DATE.....

Dear Sir,
I believe that there is a Traffic Restriction Order on Pockstones Moor. It would appear to me that this closure has been made without due consultation and liaison with recognised user groups ,particularly the Trail Riders Fellowship.

Pockstones Moor Road is a very important connecting road between Blubberhouses and Pately Bridge and therefore is an essential link in the highway network,which should not be lost.

The County Council have a Statutory duty to **"Maintain and Keep Open all Public Roads , and Rights Of Way ",**in their existing form.

I am personally making this objection to the County Council,for imposing this Traffic Restriction Order .It is my belief ,and that of the T.R.F., that the Council and others should do all in their powers to reinstate this road ,using whatever means are at its disposal to reverse this unnecessary imposition of the Traffic Restriction Order.

I.....am registering my objection to the Traffic Restriction Order on Pockstones Moor.

I am/not prepared to offer my services in an unpaid volunteer to work on the repair of the road on Pockstones Moor.

.....

EXAMPLE OF USER FORM as used by Dorset Group

PUBLIC WAY USAGE FORM

The following lanes which are to the best of our knowledge public highways were ridden on 16.7.94 for recreational purposes only:

Start point: BAKERS ARMS ROUNDABOUT.

NAME OF LANE	LANE NUMBER	GRID REF	DIRECTION	NOTES
POST GREEN		958938/948942	W	
PEATIONS LANE		937956/931957	W	UCR
		931950/937950	E	
ORGANFORD		939291/919927	W	
WHITEFIELD		910939/906950	N	
WEST MORDEN		910956/882951	W	
BLACK HILL		846946/827931	SW	
CLOUDS HILL		822917/823910	S	
MORETON FORD		820912/805893	SW	UCR
COOME WOOD		813848/841845	E	
COOMBE KEYNES		849842/867857	NE	
SHAGGS		867857/855832	S	
GRANGE ARCH		905817/905816	S	UCR
SWYRE HEAD		919801/943793	SE	UCR

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RICHARD (GILERA MAN)
DAVID GREENSLADE
GUY
KEVIN
SIMON WESTERMAN
PETE LEGG

Run leader: DAVID VATCHER

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LETTERS

ISLE OF WIGHT GROUP GOES TO WALES

Wales was the destination for the Island groups last weekend run of the year. 5 XT350s, a couple of XRs (one 600, one 250) and a solitary DR350 were loaded ready and waiting on various vehicles for the 5.30 a.m. ferry along with their bleary-eyed owners. An hour boat trip, a 5½ hour drive (meeting John from Dorset on route) the convoy rolled into Brecon. After finding the digs, unloading the bikes and getting togged-up we still had nearly all of Friday afternoon left to explore.

The scenery caused me a few problems to start with, looking at the views rather than where I was going. After riding the Gap Road, some lanes down past the Talybont Reservoir, a bit of road work and a gentle climb up a lane we found ourselves on the top of Grwyne Fawr. On the way down Chris's XT decided to have a serious vertigo attack on a nasty hairpin (400m above the highest Island lane) with a huge drop off on one side. in its rush to get as close to the ground as possible it snapped its clutch lever and dented its tank, the rest of the descent must have been interesting! After repairs were made at the bottom, a bit of contemplation on Chris's lucky escape, the remainder of Dave's route seemed less exciting.

Saturday began well, but after a couple of lanes the Island groups habit of finding red flags on danger areas reared its ugly head again, this time blocking our path, half the group wanted to go on regardless, the others didn't. John resolved the impasse by asking a farmer we'd just passed up the road, after a bit of trouble with the accent John returned, the loose translation went something like this "There was a big explosion this morning, but nothing since, yeh nipper, go for it!!!" Further on some squaddies said we were OK providing we didn't go through any barriers that were down. After stopping to take a photo, and being confronted by a herd of cattle charging over the hill right towards me, I nearly dropped the camera and ran, much to the amusement of Pete W. (I hope the pic came out OK Chris), a pub lunch that lasted longer than intended, the day was brought to a brilliant end by the sunset on Sarn Helen during the ride back to the digs.

Sunday saw the group split up with Rob and John joining 3 local lads to ride up Grwyne Fawr, the rest headed south west down towards Coelbren and found some nice lanes to finish off a great weekend of trail riding.

My thanks go to Mick whose XR helped with the navigation between the lanes (just follow the blue haze), Roy Groves who organised the weekend and Dave Mercer who led the runs on the three days, hardly making any navigational errors. And finally the staff of the Beacons Guest House, whose hospitality and great cooking made the weekend even better (see their ad. in Trail)

KMX TEETHING PROBLEMS

Having had the KMX for two years with few problems, I noticed a growing loss of power throughout the rev range.

On advice I checked the silencer first. On stripping out the wool I was amazed to find 3 ½" diameter lumps one of which looked like the remains of a gear. This was obviously what was left of one of the power valves. Removing the head confirmed this, and I was relieved to find no damage to the piston or cylinder head.

Apparently this is not an uncommon problem caused by carbon build up on the valves resulting in sticking or break up of valves. A modification has been made (if you can call making them a sloppy fit a modification) and both valves are now the

same shape. Unfortunately the valve they've chosen is the weaker of the two and the one that disintegrated on my bike. Perhaps it would be a good idea to take the head off every 5 - 10,000 miles to give everything a clean. A head gasket cost £8 but a new valve is £18, plus any damage to the engine. Certainly worth thinking about.

On a different note has Paul Atherton thought about trying the above ie: KMX200 if he needs a bit more power. Perhaps he is listening too much to motocross riders. A faster bike doesn't make a faster/better rider. There are no "serious" trails and almost any trail bike will get up places like Walna Scar/Dandra Garth, etc. eventually. There seems to be a growing trend that you have to do these trails as quickly as possible. And perhaps he should consider that the reason he has done damage to the bike is because of this and not due to the bike's characteristics.

Peter Knagg, Lancs Group

AN INVITATION

On October 3rd 1995 I shall be embarking on a 7 week trans-Sahara crossing by motorcycle, travelling through France, Spain, Morocco and the Atlas mountains, Algeria and the Hoggar mountains, through Mali stopping off at Timbuktu, through Senegal to Dakar before heading north and home via Mauritania - a total of 10 -12000 miles. About 90% of the distance covered in Africa will be a recognised route varying from tarmac to dirt track to sand and even light jungle.

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The cost of the journey excluding additional spending money will be about £1500. This would be sufficient to cover the cost of fuel, food, camping equipment, visas and vaccinations. For further details, please contact me:

Gary Cooper, 47 Western Road, Maidstone, Kent, ME16 8NE, Tel: 0622 729826.

MPS CATALOGUE

I've just read Tim Gooderson's review of the MPS Accessory Catalogue in August's Trail magazine. I have no vested interest in MPS, apart from having bought a few items from them over the years, but I feel that the review of their catalogue is misleading and unfair. I accept that there is not much in the way of off-road equipment on offer and the vast majority of the products are aimed at the road bike market, but to describe accessories produced by Brembo, Goodridge, Shoei, Motad and Abus (to name but a few) as the "cheapest rubbish anywhere" is an overstatement and shows that he probably only read two of the 64 pages of goods available when compiling his review. I for one am a satisfied MPS customer who would like to put the record straight!

Ed Gibson, Kent TRF

STOLEN KMX200 - CAN YOU HELP?

Last summer my KMX200 was stolen from a shed in our farm yard and later discovered in Bradford, thanks to a notice in the TRF magazine. Wrecked but not unrecognisable, thanks partly to its TRF sticker.

This week my wife and I were faced with two youths loading my new KMX200 'suitably locked' into a stolen Sierra in broad daylight in our yard. They tried to run us down and escaped. We think these thieves are from Bradford, as there has been a spate of thefts in our village and stolen cars turning up in Bradford.

The KMX reg: L589 ORF is red frame, black plastic. Can anyone help?

Edwin Duckett, Carnforth, Lancs.

IN REPLY TO...

In reply to Paul Atherton's letter of August '94, I have recently acquired a '91 KDX200 enduro bike for trail riding, and can only say that I am very impressed with it. I was fed up with the problems of my old KMX200, you know "boiling up" sticking carb slide, etc. (in Winter). All too easy to break or smash something off (rad scoops), clocks, h/light, dented tank, etc., not to mention spluttering misfires from deep water sorties, plus a peaky ROAD type power band, I needed, something to take the abuse? Hence the KDX200. This bike will go up hills no problem and pull through deep water. The whole bike is built heavy duty from the side stand (bolted on s/arm job) to

the 3 gallon plastic tank. That gives a range of 100 miles (no problem). We went down the Ridgeway all day recently with the KDX and on mixed going I used 10 litres of fuel about £6 - not bad for a 2-stroke.

The bike is very reliable (first kick usually). OK, so it needs oil mixing in the tank, you soon get used to it. On the road its not as bad as you would expect, watercooling and a 3 stage powervalve help smooth things out. Keep it around 50mph and its fine (low geared) but it will pull 80mph if need be. Anyone using a KDX125 for trial riding and has passed his/her test could buy for around the same money £900 - £1500 the REAL THING. Nuff said.

N. Evans, S. Northants

SEPTEMBER TRAIL EDITORIAL

Re: September TRAIL editorial. All wrong! It's Derek. Hi! some call me grumpy, nuff said. I would contest that though, cautious and somewhat reserved may be but nothing I do would make me feel 'ashamed'!

Regarding Coal Road, a camera and some number plates - caught in the act = serious trouble for the unwanted.

Trail riding on a Harley? Been there, done it, liked it.

Derek Reynolds, Herts

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THANKS TO...

I would like to thank Tim Stevens our National Rights of Way Officer and Peter Banks the South West Region Representative for all their help in the recent Magistrates Court case. Dorset County Council applied to the court (section 116) to stop up a section of definitive bridleway which was claimed as a Byway by the tireless capaigner for rights of way Roth Coyler. This route had been since the 1814 Pimperne Inclosure Award a 30' wide carriage road. Tim and Peter not only attended the court case (Tim putting the TRF case) but also attended two meetings prior to the hearing. Thank you both for your valuable free time.

David Greenslade, RoW Officer, Dorset