

# GROUPS

## BRISTOL

Richard Tallon, Tel: 0249 715426  
2nd Monday, Tennis Court Inn, Deanery Road (A420), Kingswood. 4th Friday; Social Night - Tel. for location.

## CAMBRIDGE

Howard Biddle, Tel: 0223 232879  
1st Thursday, Golden Ball, Boxworth

## CHESHIRE

J. Johnson, Tel: 061 427 6963  
2 & 4 Monday, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport

## CORNWALL

Roger Fogg, Tel: 0726 67198  
3rd Thursday, Ring Secretary for details.

## CUMBRIA

Roger Harris, Tel: 0539 725198  
2nd Wednesday, Albert Hotel, Bowness on Windermere

## DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, Tel: 0742 748688  
2 & 4 Tues. Enfield Arms, Broughton Lane, Attercliffe, Shef. Id.

## DEVON

Richard Arscott, Tel: 0803 612950  
2nd Tuesday, The Welcome Stranger, Bickington, Nr. Newton Abbott

## DORSET

Pete Boyce, Tel: 0305 783210  
1st Tuesday, The Royal Oak, Bere Regis

## EAST MIDLANDS

Graham Chinnery, Tel: 0332 863433  
2nd Wednesday, Three Horseshoes, Hemmington, Nr. M1 Junct. 24

## EAST SCOTLAND

Les Mollison, Tel: 0382 738530  
2nd Wednesday, Glencarse Hotel, A85, Perth to Dundee Rd

## EAST YORKS.

Dave Barratt, Tel: 0977 672402  
2nd Wednesday; Kellingley Social Centre, Knottingley.

## ESSEX

Neil Gamble, Tel: 0245 461643  
4th Tuesday, The White Horse, Old London Road, Widford, Chelmsford

## GLOUCESTER

Ron Carter, Tel: 045 382 2707  
1st Tuesday, Painswick Institute, Painswick, Glos.

## HERTFORDSHIRE

Alan Vincent, Tel: 0923 775263  
1st Wednesday, Coach & Horses, Newgate Street, Nr Cuffly

## ISLE OF WIGHT

Mick Holbrook, Tel: 0983 866361  
Last Thursday, Liberal Club, Longford Rd, Shanklin, I.O.W

## KENT

Nick Moon, Tel: 0322 865335  
2nd Tuesday, Pied Bull, Farningham, Nr. Brands Hatch

## LANCASHIRE

Keith Westley, Tel: 0704 893215  
1st Tuesday, Hindshead Pub on A49, Charnock Richard

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Alan Wilkinson, Tel: 0529 60793  
4th Thursday, The Mall, Woodhall, Spar

## LODDON VALE

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NORFOLK & SUFFOLK Stephen Canning 0359 31018  
Last Wedne. Manger Pub, A134 Sudbury Rd. Bury-St-Eds.

## NORTH MIDLANDS

Ray Morse, Tel: 0785 661543  
1st Tuesday, Leek Area - Contact group rep (above)

## NORTHUMBERLAND

Mark Snoddy, 091 386 0749  
3rd Tuesday, Ryton Rugby Club, Ryton

## NORTH WALES

John Mills, Tel: 0477 34425  
1st Wednesday, Hope & Anchor, Ewloe Place, Buckley,

## SHROPSHIRE

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2nd & last Wednesday, The Bell, Crosshouses, Shrewsbur

## SOMERSET

Peter Banks, Tel: 0749 86396  
Last Thursday, The Canall Inn, Wrantage

## SOUTHERN

Euan Harrison, Tel: 0962 733781  
3rd Wednesday, The Priory Inn, Bishops Waltham, Hampshire

## SOUTH LONDON & SURREY

Brian Wright, Tel: 081 669 4214  
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## SOUTH WALES

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Bill Kershaw, Tel: 0633 895241

## SUSSEX

Bevis Billingham, Tel: 0243 585128 Last Thursday, Ashing on Soc. Club, Rr. of Red Lion, A24, 9 miles N. of Worthing

## TEESIDE & NORTH YORKS

Leo Crone, Tel: 0325 380117  
1st & 3rd Wednesday, Blacksmiths Arms, Swainby.

## THAMES VALLEY

Bob Williams, Tel: 0344 24958  
3rd Monday, District Arms, Woodthorpe Road, Ashford, Middlesex

## WEST ANGLIA

David Knight, Tel: 0933 313816  
1 & 3 Thursday, Scott Bader Clubhouse, Opp. Parish Church, Woolaston, Wellingborough

## WEST MIDLANDS

Dennis Hayter, Tel: 0527 23550  
1 & 3 Thursday, Duke of Marlborough, Studley, Warks.

## WEST YORKSHIRE

Gordon Carr Tel: 0535 644568  
1 & 3 Thursday, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd.), Odsal, Bradford

## WILTSHIRE

Bill Riley, Tel: 02216 3811  
1st Tuesday, The Toll House, Holt, Trowbridge

## WYVERN

Gwyn James, Tel: 0902 763824  
Every Thursday, Hill & Cakemore Ex-Servicemen's Club, Victoria Road, Blackheath



# TRAIL

JULY 1992

No. 168

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

EDITOR: Mike "Nettlebed" Pedley.



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

## EDITOR

The picture on the front cover is of course set-up. The motor cyclist is a policeman and the other gentleman is a local Council's Countryside Officer, but to the readers of a local paper it's a trail rider riding where he shouldn't.

"There's no such thing as bad publicity" said a member of the entertainments industry - he should perhaps take up trail riding, for despite our miniscule presence compared to other countryside users we certainly attract our fair share of bad press.

Many of you (in the North at least) will have seen the two recent prime-time TV broadcasts on both BBC and ITV featuring TRF members which certainly for once gave us the opportunity to state our case - though as usual that all important final editing is down to the producer.

A video is available for anyone desperate to see it, but one broadcast 'starred' Tim Stevens and Co., and the other Fred (the printer) Ellison and that stalwart of RoW research Peter Halstead.

Good or Bad publicity? Well I've heard mixed reactions both from the TRF members and the general public, but at least some good points were made - our Voluntary code of conduct for speed etc. - the light weight of our bikes compared to farm vehicles and of course our archival research which confirms our legal right to ride.

Sadly, we had to put up with an introduction showing police motorcyclists riding round and round behaving like idiots for the benefit of the camera (again, presumably no genuine clowns could be found) - but you can't win em all - but overall I feel that we were right to take our chance and appear when invited, so well done to the lads and lady who took part and put our case so articulately and accurately.

Oh no, I can't believe it - I've just finished writing the editorial, - its Friday evening (26 June) and "People and Places" is on Radio 4 ".... and now Scramblers verses Ramblers ...." will it never end?

**NETTLEBED.**





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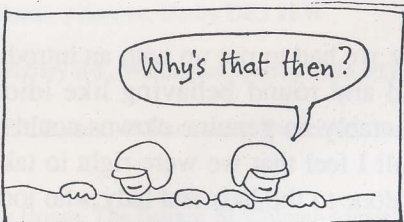
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# LETTERS

## Bored in Durham

It was winter, I was bored, the roads were covered in ice and crud, no fun biking for at least another few months. Why not take the KLR600 trail riding not a bad idea, now where can I go? After studying local maps for byways and a couple of trips to the council office for information on unclassified roads. I had a few routes worked out.

My friend Dave had just swapped his 350LC for an XT600E so I had some company and off we set through Weardale, up Seefing Sike(?) road and across Middlehope Moor. This was fun, a brilliant day. It also brought home to me a) I was very unfit b) KLR600's are too heavy, and c) why hadn't I bought the model with the electric start?

I started to get adventurous and explore a few trails on my own. This was not a good idea. Imagine the scene ahead of me. A long steep downhill muddy lane, leading according to the map, to a river with a bridge. However, if I take the bike down to here I'm not going to be able to get back. Should be no trouble crossing the river as there's a bridge, what the hell, I'll give it a go. The bike and I slithered to the bottom of the hill. The river was deep, no problem, I'll just take the bike across the bridge. The realisation that it was impossible to cross the bridge as the bike's handle bars were wider than the bridge's handrails was extremely unpleasant. There was no choice, I plunged into the river, my boots filled with water and I stalled the bike. A couple of very pleasant horseriders eventually turned up and helped me retrieve the bike from the river. At this stage I realised that trail riding on your own was not a good idea and decided to join the TRF.

My first ride with the TRF was not a good day. I rode the bike (now a KMX200) to Alwington near the Cheviots and about 50 miles from home I noticed that everybody also turned up with trailer and one or two were wearing body armour. This looked ominous. The lads I was with kept the pace down but it was still too intense for me (and we missed lunch! - a serious event in my life). The KMX had been purchased the day before the run and I was rather disappointed when on the way home I discovered that reserve contained 6 poxy miles of petrol (1 tank = 65 miles if thrashed). in this part of Northumbria petrol stations that are open on a Sunday are a lot more than 6 miles apart. I pushed the bike for 3 miles and scrounged a lift for 5 miles to the nearest petrol station. As an aside, why are old blokes who sit on public seats in small country towns such miserable, unhelpful people? "no petrol stations open round here, you've been pushing the wrong way, ha, ha, ha...." What a miserable life they must have had if that's the most fun they can get out of it.

I asked the area rep Dave Vaughan to give me a guided tour of the local trails. That was really helpful in getting to know the area, many thanks Dave. Meanwhile, my friend Dave Clarke, after nearly losing the XT in a bog had swapped it for cash and a KMX200. We started to go out on a regular basis, early on Sunday morning with a few other TRF members. If you're visiting Durham be warned - early



mornings are a favourite time for radar traps. I know, after being booked for 53mph in a 30mph zone (the roads were deserted, that's my excuse). My pace off road is slow with plenty of breaks for fags, chocolate bars, admire the view, which suits me fine as I'm out for fun not an endurance race.

High spots, the fantastic scenery of the North East, funny moments watching a friend make a careful evaluation (lots of wading and poking with sticks) of the best crossing of Devils Water and then watching bike and rider virtually disappear under water. I thought it was humourous (OK so I have a twisted sense of humour). The conversation afterwards was slightly strained; "I'm wet now" "You don't usually swear Dave" "I'm not usually this wet" Low points, the total hostility of the gamekeepers and landowners in Weardale to trail riding.

Thanks to all the members of the Northumbria group who helped me get started. It's been the most fun I've had in years.

*Mark Snoddy. Durham.*

### **Dirty Belstaff Brigade**

So Mike Parry doesn't know why he can't buy dull bike gear, probably because it went out with the BSA Bantam. The fashion these days is for bright, garish colours and this is reflected in sports gear. Even our national sport has accepted it - look at Arsenal's strip.

When walkers see bright moto-cross kit at least its following a recognizable, familiar image. This pitches motor-bike riding at the same level as other pursuits such as skiing, windsurfing etc. i.e. socially acceptable in general if not socially acceptable to them.

I think the dirty Belstaff brigade are maintaining a negative image of biking going back quarter of a century or more. Motorbike + black gear conjures up images of dirty greasers and mental despatch riders. This is more intimidating than moto-cross kit which isn't any more garish than your average shell suit and a lot more familiar.

I've no objection to "subdued durable" bike gear but on the other hand if its cheap enough I'll continue to use moto-cross and enduro gear when it suits me. I reckon its a lot more hardwearing than Mike Parry thinks as well.

I think Mike Parry's letter says more about his prejudices than those of the rambles he's trying to protect us from.

*Dave Stacey. North London*

### **Northumbria**

I've passed the job of group rep for Northumbria onto Mark Snoddy. He is fairly new to trail riding but his long hours in the records office have found many new lanes to try out. More importantly he has taken it on to claim all our trails as Byways. The TRF's policy is now to claim these as Byways, not relying on Common Law as our recent court case in Weardale shows. Many thanks to Alan Kind for his great help in this matter.

I've enjoyed the job over the years, unfortunately I have been unable to get out and about too often recently. Hopefully I've carried on the good work from previous reps Dave Young and Ken Canham. I would like to thank the leaders on our Northumbria weekends over the past couple of years.

Can I ask anyone who has used the Rookhope Lead Road via Balf's Law in Weardale to fill in a user evidence form as we have been locked out recently. There must be at least 30 riders out there ready to reply and help.

*Dave Vaughan. Sunderland.*

### **Some Ideas**

I enclose some ideas which I have used when trail riding, and hope they may be of interest to other members, along with light hearted observations.

If, or when, someone runs out of petrol on a ride you can fill the empty tank by removing the vent tube of a filler cap, and placing the tube on the petrol tap of a bike with petrol, release some into the empty tank. Of course, the empty tank has to be below the full one, but you only need a slight hill or bank to accomplish this. (You also find out who your friends are...).

I always put a plastic tie-wrap around the side-stand and spring so that if the spring is knocked as the bike is going along, you only have a dragging stand, and not a lost spring as well. (Come to think of it, there was one time I lost a spring; I ain't that clever!) Chain rollers; if your bike has one of these to help the chain, and it's seen better days, replace it with a wheel off a skate board. These are cheaper than original, and have bearings, too. (Tell kid brother it will improve the boards' cornering...)

The back wheel on my bike needs a pretty big socket/spanner to get the spindle undone, and the appropriate tool for the job was just too heavy for my back-pack. I welded a 'z' drive to the end of a tyre lever, and now I only need carry a socket to get the nut off. (I was carrying the lever anyway).

A similar thing works for other ways of saving on the amount of tools you need to carry. For instance, my front wheel needs a 17mm spanner, a 5mm allen key, and a 13mm spanner to remove it and the disc cover, and loosen the fork sleeve. Instead of carrying these tools in my pack, I cut and welded the two spanners into one, and welded the allen key to it in the appropriate place, resulting in a weight saving, and having the tools ready when needed. On rides, I have found the only safe place for tools food, tubes, etc; is in a pack on your back. I have tried racks and found them to be very good at shaking all your stuff to bits, after a ride on the rough. And I never feel good about carrying important items on a rack behind me, in case my next look over my shoulder reveals that all of it's gone!



I thought I was onto an idea worth patenting recently, when I made a rack which fitted on a bike's handlebars, and nothing else. I loaded it up with my rusty tool bag and set off on a ride, with it there in front of me... All week-end it stood up to all the green laning and travelling around, and I was feeling great.... until I got home and removed the rack, and found it had rubbed half-way into the alloy handlebars!! From now on I'm looking for a decent sized back pack...'

So long for now, maybe next time I'll get to tell you of the rider who broke both his new handlebar plastic guards in one fall, but 'til then..... P.Woodford Isle of Wight.

P.S. Excellent Magazine.

*P. Woodford. Isle of Wight.*

### **Lake District Weekend**

After a few years without making the long trek up the M6, Wyvern TRF got their act together and organised a weekend in the Lakes for mid May. By the time the drop outs had been counted out, a dedicated group of six made it, and assembled at Hallow Bank in Kentmere on a glorious Saturday morning.

The plan was to do the central Lakeland area on the first day, and cover the less crowded east on Sunday.

Garburn Pass shook down the bacon and egg breakfast pretty thoroughly and left one of us very happy to be on a TL250, not his usual KDX200. It's a good climb to start the morning, and a world away from the fleshpots of Bowness which we passed through en route to the Windermere Ferry, kindly put back in commission for us that very day. We enjoyed overtaking the queue of cars, and not having to wait; motor cycles get their own special place.

The dirt road along the north west shore offers little challenge, but has interesting and different views of the lake. Hooking back to our left we passed Hawkshead and entered the Grizedale Forest just above Esthwaite Water. The route goes up a mildly exciting track which comes out into forest trails, sanitized for ramblers and mountain bikers, at a point just by a large red concrete cat, presumably escaped from Milton Keynes. We had our photograph taken mounting it. No, not what you think!

The carefully signed and graded trails after here confused us, and we came out at the wrong place, but a short detour lead us to the second leg of the Forest. A rocky climb up into the thick of the trees, then avoiding anything specially put in by the Forestry Commission and keeping to the real track, we wound our way out onto the bogs above Low Parkamoor.

The views over the Lake to the Conistons were tremendous, and the water was still enough for the ghost of Campbell to have tried for a record if he had had the mind.

The next little task was Walna Scar. Not so hard as I'd expected, the rock step must be wearing away with all the rambler's feet. Maybe it gets more difficult in the wet.

It was a long but pretty road ride round, with only one short off tarmac diversion, to our lunch stop, a pub in Elterwater. Moderately good beefburger, and a good pint. (Since then I've been back to that area and ridden Wrynose and Hardknott two up on my Africa Twin. It made trail riding on an XR200 seem quite unexciting).

The road ride to St Johns in the Vale and the start of the Coach Road to Threlkeld is just as far, and much busier. I like the Coach Road, though. It's sufficiently smooth to admire the views as you ride. This time the hills were alive with hang gliders. Whenever my wife moans about my motor cycling, I threaten her with taking up hang gliding, but watching them carry the gear up to the top of the hill, I'm not so sure.

Along the shore of Ullswater to Pooley Bridge, and the short cut over Moor Divock lead us to Hawes Water and the Gatesgarth Pass. Towards the end of a hot day this sorts out the unfit from the not so fit. I was pleasantly surprised to get to the top with little trouble, enduring the baleful stares of one or two of the walkers.

If you want to see erosion caused only by pedestrian over use look at the scar up onto Harter Fell from the top of Gatesgarth. Maybe they don't do it so much now, but the rambler types should not accuse us of damaging the countryside when their own house is far out of order.

Anyway, enough of the whinging, it was good to be smilingly greeted by a couple at the top, even though they turned out to own the rather nice BMW RIOORT in the car park at the bottom and therefore, I supposed, prejudiced.

The south side of the pass is, let us say, easier going down than up, which is more than can be said for Sadgill, though it's not too bad. I failed my physics A Level in 1962, by spending the evening before helping a school teacher - not from my school haul an Austin Somerset shooting brake out of Sadgill with his jeep. I seem to remember the rescued was sorely in need of rescuing from his wife after the little error of judgement; as I was from my parents for not completing my last minute revision.

There weren't any stranded motorist to rescue on this occasion, so we carried on to Hallow Bank, and refreshed ourselves with a nice cup of tea.

End of Day One.

Day Two to follow, with a better burger for lunch

*Steve Pighills. Wyvern TRF*



### XT350 Sprocket

In the last issue Malcolm Watson Burtley mentioned lower gearing for the XT350 and was quite correct in stating that a lower gearbox sprocket is not available for the standard chain. However Chainmail will take the teeth off a standard 19 tooth sprocket and weld on the 17 teeth taken from the rim of another sprocket. I strongly advise having this done, and it only costs £32.40 inclusive of VAT and postage.

Apart from the general advantage of lower gearing this mod also saves a great deal of gear changing. My bike will now pull away with my fifteen stone in second or even third gear. Top gear will run nicely down to 30 m.p.h. and will then pull away well enough for those who like to look at the countryside rather than belt through it. For really bad terrain I think a further reduction would be an advantage.

My weight plus that of the bike takes some stopping on steep down hills and I have often thought that a hand brake lever for the rear brake would be helpful when the right foot is otherwise engaged. Has anyone ever fitted one?

*Chris Lovell. Devon.*

### Raw Deal

On the weekend of the 5th 6th 7th June myself Mick McKeever and Steve Bertram were invited by fellow Northumberland group member Adam Stevens to help with an RAF exercise.

Adam (an RAF Radar operator incidentally) explained that the weekend was basically an annual practice of setting up a field radio system and giving the RAF tents and outside catering facilities an airing. Then around three years ago somebody had the bright idea of using the event to help raise cash for charity, the local Round Table were roped in to help and "Raw Deal" weekend was born.

So it was a worthwhile opportunity for a bit of P.R. and I came away with the rare feeling that I'd been useful to someone while having a damned good thrash around on my bike. Hope to do an encore next year, or perhaps we could enter a T.R.F. team.

P.S. Couldn't quite get used to Adam calling people Sir...

*Trevor Newton. Sunderland.*

*(More details from this letter in the next edition. Ed.)*

### Norfolk

On Sunday 21 June 1992 we met up with members of the Cambridge group at the Plough, Lakenheath. A Green King Pub "a good pint of hand pulled I.P.A".

A run of about 80 miles was enjoyed by 13 riders split into two groups. Only a couple of mishaps, Eric Saffery dented the tank of his DT125R and I had a rear wheel puncture in my XT350.

Some super lanes were found by run leaders Richard Palmer and Chris Eldred. Bikes on the run all from the land of the rising sun were:- KMX 125/200 - DT 175 MX - KDX 200 - DT 125R - DT 125 LC - PE 250 - XR 200 - TS 185 - XT 350. A fine assortment of machines. The weather first class. On arriving back at The Plough a Bar-B-Que was in full swing, the spare ribs were out of this world, the accompanying disco playing 60's music. In all a good day out. Thanks to the run leaders and the landlord and landlady at The Plough.

At the last group meeting I looked round at members transport a CB4 (?) Honda, a Pan European BMW motorcycles. Oh yes one trail bike - then came cars, a van and a 4x4 that's mine, and no it doesn't go off road!

I should like to thank Tim Gooderson for sending cuttings from the London Gazette, to go through a publication like that can't be the best of reading. I find the local paper public notices section a bit of a bore. It would seem that Norfolk County Council have at long last started the Wildlife & Country Side Act 81 Reclassification so it looks as if extra work on the Right of Way front will be needed.

Does the new Motor Vehicles (Off road events) Regulations affect organised runs? And what do we do now? We need to know.

Often I read, why do trail riders wear bright clothing, why not clothing that blends into the background. I remember wax cotton jackets years ago, dirty old things I was told. I've got bright gear and dull but providing it keeps me dry in winter, keeps me warm on the tarmac I don't mind what I or others use. If people are that environmentally aware should we be using fossil fuels to enjoy our green lanes?

*Andy Downes. Norfolk.*

## PLEASE HELP!

I am looking for a project, preferably involving bikes for my GCSE Control Design and Technology Course.

Have you any ideas which need developing for a simple accessory or modification which would make life on the trail or in the garage easier. This could be a gadget to make tyre changing easier or something similar.

Claire Ellison (15)  
Sheepcote, Moor Lane  
Wiswell, Blackburn, Lancashire BB6 9DG



# CHAINMAIL



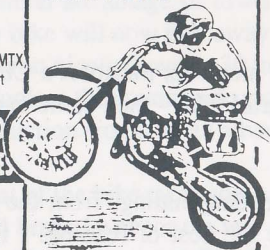
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## A. G. M.

NOVEMBER 1ST, NATIONAL WATER SPORTS CENTRE, HOLME  
PIERREPONT, NOTTINGHAM. (MAP REF. SK 62 39). 11.00AM START.

As Ian Thompson, our secretary, has resigned, would any members kindly send details of their proposals and any nominations for vacancies to Peter Clark, The Membership Secretary, at 34 Oak Rd, Barton -U-Needwood, Burton on Trent DE13 8LR.

Nominations will be required for a new Chairman, Secretary & Membership Secretary, by the last day of August.

## WANTED

Somebody to look after the magazine advertising after this year's AGM. Please apply to the Editor.

## GROUP NEWS

### NORTHUMBRIA TRF NEWS - SUMMER 1992

#### Introduction

This is the first newsletter I've prepared for members and I'll try to issue a copy every three months or so. If anybody has anything they would like included in the newsletter, then please get in touch.

#### New Area Representative

Dave Vaughan has handed over the area representative's role to me. Many thanks to Dave for all his work for the TRF in the North East over the years. My telephone number is 091 386 0749, address 87 Buckinghamshire Road, Belmont, Durham City, DH1 2BE.

#### Club Runs

The club runs organiser is Trevor Newton (091 549 4573). Trevor is making an excellent job of organising the club runs but requires more run leaders, Volunteers please contact Trevor - he can't do it all himself.

It was also agreed at the last meeting that a charge of £1 would be made at club runs for TRF members and £2 for non TRF members. The money will be used to finance rights of way work in this area. Please remember that non TRF members turning up for a club run MUST also follow the TRF code of conduct.

#### Rights Of Way News

##### New Lanes?

To the best of my knowledge and based on recent research, there is evidence for vehicular rights on the following lanes;

Catkill Lane 93 316 215 Tithe maps (nr Sedgfield) to 340 190 and section to Preston Lodge on public road.

Bridleway east 122 310 to 134 308 Tithe map and Greenwood's map 1820 Hamsterley Village and Hobson's map 1840.



Swinholm Road 905 131 to 978 124 Public highways on Bowes and Boldron inclosure map.

Grey Geets Road 954 212 to 974 218 Public highway on Romaldkirk inclosure.

As far as I know these lanes are 'new', be sensitive in their use, vehicles may not have used them for many years and I've no idea of their condition.

### Obstruction And Other Problems

Bolts Law OS 933 446 to 964 469

Some reports of padlocked gates and other problems. Can somebody fill me in on the details, has anyone written to the landowner?

Yarm Lane Byways OS 367 279 to 380 248

A fence and badly placed gate have appeared, plus the southern section has been ploughed out. I've written to DCC, a few more letters from other TRF members would help.

Castlehill And Greenthorne Lanes (Near Wolsingham)

Some fresh evidence has cast doubt on vehicular rights existing on these lanes. Unless there is other evidence to the contrary I would recommend these lanes are not used.

Broadway

I've had some informal discussions with Brian Thompson, the Northumbrian National Parks Right of Way Officer, regarding Broadway. He is concerned that trail bikes causing damage to Broadway and causing bridleway to deteriorate sufficiently to prevent use by horse riders. Northumbrian National Park are trying to open up this bridleway to horse riders and have spent several thousands on improvements to it.

This is a tricky issue, Broadway was 'opened up' by the TRF and I'm not personally convinced that damage is caused by trail riders. The heavy rains and flooding this spring seem to have turned every peaty trail into a bit of a quadmire. As a gesture of goodwill would anybody object if the club runs avoided using Broadway for the next four months or so?

### Policy On Obstruction

Current policy is to write to the landowner pointing out that evidence for vehicular rights

exist and asking for the obstruction to be removed. This can be very successful in some cases and less so in others.

I would like to suggest that if a letter fails to get results and strong evidence exists for vehicular rights then a byway claim should be submitted. If the byway claim is successful (and claiming a byway is a long process) then vehicular rights are formally recognised and the county council has a legal duty to remove any obstruction. If the claim fails little is lost, the situation is largely unchanged. The main risk is that if the byway claim is successful a traffic regulation order could be imposed, though except in very controversial areas such as Cleveland Way or Ridgeway, this is unlikely.

Fighting a byway claim would cost a landowner time and money and this policy could act as a deterrent to landowners causing obstruction. What do members think?

### Byway Claims

At the start of June I submitted two byway claims, one for Pikestone/Stanhope Lane (OS094 323 to 042 344 near Wolsingham) and one for Hartop Lane. If anybody has used these lanes in the past, can they contact me so a user evidence form can be completed. The claims are based on two inclosure awards, tithe maps and other old maps and are very strong.

This should be an interesting test of Durham County Council's position on byways. They have stated in writing that there is no policy of imposing traffic regulation orders on successful byway claims, though this is in contradiction to comments made to Leo Crone and Alan Kind. I've discussed the claim with Alan Kind and on balance he thinks it's unlikely that a traffic regulation order would be imposed.

### Correlation Of Evidence For Vehicular Rights?

Over the years TRF members in the North East have completed a hell of a lot of research into evidence for vehicular rights of way, unfortunately this information has not been correlated and as members leave, information is lost. There is also the problem of errors appearing on members' maps and of members being challenged on certain lanes and being unsure of the evidence.

If the information was put on a computer database it could be permanently recorded and easily accessed, perhaps in a format similar to:-

Road No.	Name	Evidence
3	Stanhope Lane Hamsterley Lynesack and South Bedburn	inclosure as a public highway, 40 feet wider Hamsterley tithe map. Also shown on Greenwood's map 1820, Hobson's map 1840 and more modern maps.



With Trevor's help I'm thinking of starting to prepare the information for some of the more used trails in County Durham. Do other members think it would be worthwhile?

Have a good time on the trail.

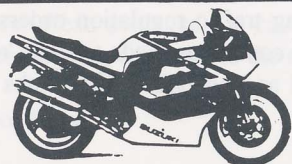
Mark Snoddy. D5A/M6. Durham

### NORFOLK & SUFFOLK GROUP NEWS

Attended R-O-W liaison meeting at Suffolk County Council H.Q. in Ipswich. Other user groups in attendance were:- British Horse Society, Ramblers Association, Breckland Land Rover Club. Also present were reps from The Country Landowners Association, The National Farmer's Union, The Council Highways, County Surveyors, league and resources Departments were all there. An interesting and informative meeting.

Motorcycle use of green lanes received no bad reports, but complaints were made of "Kids using clapped out wrecks" in the area. We cannot do much to solve this problem.

Andy Downes. Norfolk



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## RoW NEWS

Following a note from our Public Relations Officer this month I duly rode to Coldharbour on my trials AJS 350 to meet with him and the local custodian of green lanes in this part of Surrey.

Brian however had sent his letter too late for me to meet him on the 20th and the letter was semi-indecipherable and it could have read the 27th so that was when I turned up.

No sign of our brave PRO so I thought at least I'd have a pleasant run on the local green lanes and opposite Cockshot Farm in Coldharbour is the start of "the Old Road" a real beauty.

It's a mixture of wet leaves, clay, sand, tree roots and iust plain gradient. The AJay took it all in its stride and as one surmounts the final cliff like climb you suddenly arrive on a little plateau with 3 other tracks leading off.

And there in all its glory is an etched signpost erected by either the Surrey County Council or the National Trust and one arm points sharply to the right and has a stylised 4WD cat on it to indicate the green lane.

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What magic. In the middle of nowhere there is an utterly clear sign acknowledging our rights. Brilliant, though Lord knows what Ramblers think of it.

Next time I go up there I'll take a camera as this is something we should try to get other councils to do instead of hiding Green Lanes.

On a rather more shameful note as I plopped up the green lane, standing on the footrest, fancying myself as Hugh Viney, there in the mud I'll swear I saw the tracks of a Honda 90 - Had our intrepid PRO beaten me up the hill. I'll never know, but if he did do it on a Honda 90 I doff my crash hat to him.

*Leo Lacey. Surrey.*



As we move inexorably towards the AGM on November 1, our thoughts turn towards the New Year, and the New Officers who will be able to guide the TRF to a bright New Future, when we are welcome in the countryside, and our rights and aspirations count equally with those of others. That is not the case at the moment, as those of you living in the North West, and with nothing better to do than watch the idiot's lantern will know.

It all started about two years ago, when our hard working rights of way officer in Lancashire, Peter Halstead, put in a Byway claim for a lane near Haslingden. Impeccable evidence, he thought, that this route had been wrongly recorded as a footpath. Peter is a patient chap, and he had almost forgotten about the claim when a letter plopped onto his mat. Lancashire Council had finally got round to looking at his claim, and they agreed with him. He was not surprised that they used terms like Byway Open to All Traffic, and Upgraded, because he knew that these were the terms set out in law. He knew, too, that the same details had been sent to all the owners of the land affected, and to the local councils, and the local papers, to find out if anyone else knew anything about the status of the route, either in support of the historical evidence, or showing that rights on the route had been taken away by a legal process. Rights of way are important for everyone, after all, and it is fair that rights once granted to the public should not be forgotten or obscured. Equally fair is the right of anyone who knows different, that the route was diverted, or stopped up, should have a proper chance to have their say.

This even handed process, following rules set out by Parliament, was not how it seemed to a few local residents. Upgraded? Open to All Traffic? That could only mean one thing. Another new road, and in the middle of our favourite bit of countryside. How dare these outsiders on their motorbikes come demanding new Tarmac roads on our nice footpath? What did they want it for anyway? Isn't there enough traffic already on the ordinary roads, with its danger, and smell, and noise? And doesn't everyone know that motorbikes are the most dangerous, smelly, and noisy of the lot? What we want is a campaign to get support, to keep these scramblers off our footpaths.

So that is what they did. A Meeting was called, and everyone had a good old fashioned go at these selfish, dangerous smelly, noisy, well Hooligans isn't too strong a word, is it Mr Chairman? An Action Group was set up; history does not record whether it was led by an Action Man. Facts were collected. Opinions were sought. Rumours were added to the

pile. Soon they had enough to contact the papers, the local councils, even the Television companies. This is what they said:

- ▶ Motorbike scramblers want this nice footpath turned into a Tarmac road so that everyone can use it, even in lorries.
- ▶ Local residents will have to pay for the construction work, and to maintain the new road.
- ▶ These people have put in 200 claims for Upgrading for All Traffic in Lancashire alone.
- ▶ Once they have got what they want here they will be moving on to the Lake District to do the same there.
- ▶ This is all because of a loophole in an old law, and it should not apply to modern traffic.

Of course, not one of the 'motorbike scramblers' was at the meeting. After all. Mr Chairman, in 1939 we didn't invite Hitler to the War Cabinet, did we? Local meetings of this nature are not amenable to the process of ordered debate, and this was an understandable reaction if what the Action Group were saying was true. It was all true, wasn't it?

Well, no, it wasn't. Not one of the claims on which their case is based is true. To be specific:

- ▶ No motorcycle group wants green lanes like this one changed in any way. It is a road now, motorcyclists can use it now, and is called a footpath by mistake.
- ▶ Byways are maintained by the council exactly as footpaths are; this lane is no different. Other lanes in the county remain completely unaffected after similar claims.
- ▶ There are certainly 200 claims in hand, and every one is from rambles claiming new footpaths.
- ▶ Lancashire motorcyclists are happy to leave Cumbrian riders to look after their own lanes. No campaign exists in either county.
- ▶ The law concerned dates from 1981, and this claim follows the rules set out in it, designed to record rights fairly for all users.

To any New Leader I say: this is our one serious problem. Help us to get our fair share of justice in cases like this. To all our members I say: whoever takes on these important jobs, they need your support. They need to know that your conduct, on and off the trail, is never a problem for anyone. And then we can all do what we joined to do—go riding.



## Executive Committee Minutes

This is a summary of the official minutes of the Executive Committee Meeting of 8.2.92 as corrected and approved by the Executive Committee Meeting 9.5.92.

Meeting opened at 11.00 am

Twenty-three were present, representing twelve groups.

From the agenda, the meeting adopted a number of amendments to produce an agreed true record of the November 1991 Executive Meeting.

Agreed to circulate draft copies of the minutes to attendees for approval, comments to be returned to Minutes Secretary within 10 days. From this the Secretary would prepare "Notes" for the next , Bulletin. Full Minutes would be approved as normal at the next Exec.

Brian Wright, Public Relations, said his letter to MCN had snowballed. A letter had appeared in the Sunday Express. Two letters to MPs had received replies. If you want a ministerial reply you must write through your own MP. The rest of Brian's report was classified.

Treasurer Tim Ley said the increase in subscriptions had not had an adverse affect on Fighting Fund donations. The TRF was running to budget.

Dave Giles, Chairman, met Access Officer of Country Landowners Association on 20.12.91. Dave projected a responsible image of the TRF and established a direct contact for future liaison. Dave had a similar meeting with the Countryside Advisor of the National Farmers Union. The National Safety Officer of the British Horse Society requests that all TRF members (and their vehicles) helping at horse events should be road legal. Two Rights of Way disputes have received backing from the Executive, involving the Northumberland and the Cambridge Groups. The TRF will attempt to persuade the ACU to continue monitoring the London Gazette, persuade LARA to purchase the Gazette in place of the ACU, or purchase the Gazette ourselves, in that order.

Vice-Chairman, Richard Marshall produced an updated listing of TRF right of way officers by county. A new code of practice for rights of way consultation was to be issued by local authorities. The 1992 AGM had been booked at the Nottingham Watersports Centre at Holme Pierrepont for Sunday 1st November. Accommodation is available at

the Centre and locally for those needing it.

Membership Secretary, Peter Clark, reported that membership was up on this time last year.

TRF representative on LARA, Don Lewis, said equal billing for LARA and the MFSU (Motor Sports Facilities Unit) on notepaper was an important issue. The final draft of the LARA forward plan had been approved. He proposed that all the TRF subscription to the combined organisation should be allocated to LARA. (This was agreed). Chris Belton was likely to be the next LARA Chairman. The Ridgeway TRO team proposed by the TRF had been accepted by LARA. The LARA report on vehicles in the countryside said " A TRO on a Byway should be used as a last resort when all consultation fails". The Penine Bridleway Report is likely to be rejected by the Minister.

No other officers reports were submitted to the secretary.

### Reports from Groups:

Group reps in turn outlined their many and varied activities. Most held monthly meetings and organised monthly runs, with occasional weekend runs and trips abroad.

Some groups adopted a two tier run system on the same day sharing a single lunch venue. Monies from runs were received as donations to club funds. No less than 60% of groups assisted at 2 or 3 horse events each year. Other activities included newsletters, quiz evenings, slide shows, natter nights, promotional stands, barbecues, auctions, liaison with other user groups or public bodies and attending public enquiries.

Charlie Morris offered to produce a leaflet of ideas to help members wishing to form a new group.

Peter Banks circulated draft material for an information pamphlet for new members and asked for comments by post.

Advertising in other magazines was to be evaluated at the next meeting.

The TRF needs to find a new Chairman, Vice Chairman and Secretary. Reps were asked to discuss this at local level and report back.

It was agreed that the TRF should subscribe to the London Gazette for 12 months.

The meeting expressed a high regard for the Bulletin and eagerly awaited each copy. The free 1992 calender was much appreciated. Peter Banks was concerned about the validity



of the change of our Code of Conduct at the AGM without the requisite two-thirds majority. The Chairman would look into this.

The meeting closed at 4.50 pm.

I.P. Thompson  
Hon. Secretary

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### MINUTES 09.05.92

Richard Marshall opened the meeting at 11.00 am. 20 present. Finalised minutes of the last meeting had been sent to the secretary who had asked the Exec. to consider them further. These minutes were accepted.

The Swindon Group's application for recognition was accepted. Charlie Morris submitted a paper to help new groups and invited comments.

Peter Banks had circulated sample info pamphlets. All reps were asked to reply to Peter with comments.

Brian Wright was to investigate advertising in other magazines before the AGM.

The retiring chairman, secretary and membership secretary were asked to submit job specs for potential replacements.

AGM 1992 at Holme Pierrepont, Notts. Richard Marshall asked for responses to a proposed green lane run on the day before.

D. Giles felt the Countryside Commission was not very receptive to ideas for reducing conflict over waymarking on public RoW. D. Giles' research showed that the change to the Code of Conduct at the last AGM was legal. The code was part of the Constitution.

BHS events: The wider implications of someone road-legal but on private ground in a collision were raised. Clarification is still needed.

Policy on Byway claims. The meeting approved the following:

"The TRF favours the correction of the 'definitive' map in all cases where evidence of public vehicular rights exist(s). Members are encouraged to register with Highway Authorities the existence of potential Byways on all routes not provided with a waterproof surface which are believed to carry public vehicular rights.

Ten volunteers were to start a pilot scheme to test reactions to this.

Tim Stevens had received a bundle about the Ridgeway, and was asked to remind Bulletin readers to write and object as appropriate.

D. Lewis reported that the RACMSA had rejoined LARA. There was a 10% increase on the annual subscription to LARA. It was likely that LARA would receive grant aid.

The membership secretary reported an encouraging increase of 30 members compared with this time last year.

The treasurer had no problems.

The public relations officer reported a decline in letters and complaints. His 'draft notes for public inquiries' could form the basis for a standard TRF/LARA document.

The editor had no problems.

The chairman said a friendly guide about new groups would be useful. His visit to mid Wales had been encouraging. His meeting with the Countryside Commission had been significant; matters for action included:

I) Environment impact of countryside recreation. II) Assisting in clarifying the status of UCRs. III) Support for the term Byway (without 'open to all traffic'). IV) Motor liaison in National Parks. V) Advisory material for the public over reclassification of RUPPs and use of this training event. VI). Assisting training for Parish Path Liaison Officers.

D. Giles said we needed to focus our attention inwardly to encourage better participation within our own ranks. There was a suggestion that future officers' reports should be circulated with the Agenda.

The Wicken Fen appeal had been withdrawn.

There was a general feeling that the meeting had been handicapped by the lack of minutes from the previous meeting. Three items on the agenda were not discussed due to lack of time. The next meeting would be on 26.9.92 at 11 am. AMCA, Walsall.

Meeting closed at 5.25 pm.

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