

# GROUPS

## BRISTOL

Richard Tallon, Tel: 0249 715426  
2nd Monday, Warmley Community Centre, Deanery Road (A420), Kingswood.

## CAMBRIDGE

Howard Biddle, Tel: 0223 232879  
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, 0208 74411  
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, Shefld.

## 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

Mark Kinard, Tel: 0279 771023  
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 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

## LINCOLNSHIRE

Alan Wilkinson, Tel: 0529 60793  
4th Thurs. The Queens Head, Kirkby-la-thorpe, Sleaford.

## LODDON VALE

Don Lewis, Tel: 0252 616359  
2nd Thursday, The Lamb, Theale, Berkshire  
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

Mr. C. Ball, Tel: 0952 598092  
2nd & last Wednesday, The Bell, Crosshouses, Shrewsbury

## SOMERSET

Peter Banks, Tel: 0749 86396  
Last Thursday, The Canallnn, Wrantage

## SOUTHERN

Euan Harrison, Tel: 0962 733781  
3rd Wednesday, The Ship Inn, Owlesbury, Nr. Winchester

## SOUTH LONDON & SURREY

Brian Wright, Tel: 081 669 4214  
9pm Every Wednesday, Epsom & Ewell F.C., West St, Ewell

## SOUTH WALES (WTRA),

Bill Kershaw, Tel: 0633 895241  
SWINDON

Pete Owen, Tel: 0793 750557  
1st Wednes. Jacobs Ladder, Stratton St. Margaret, Swindon

## 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

Don Hoaglin, Tel: 0252 737426 (Home) 519224 (Work)  
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

Mike Rich, Tel: 0527 26329  
1 & 3 Thursday, Wilmcote Mens Club, Stratford on Avon.

## WEST YORKSHIRE

Gordon Carr Tel: 0535 644568  
1 & 3 Thursday, 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

John Chilton, Tel: 0902 336708  
Every Thursday, 10pm, Potter's Rose & Crown, Colley Lane, Halesowen.



# TRAIL

MARCH 1993

No. 176

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

EDITOR: Mike "Nettlebed" Pedley.



MARY STEVENS ALSO RIDES GREEN LANES

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All contributions to the Editor.....Please keep it short and sweet!  
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## CLASSIFIED

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**MID WALES FARMHOUSE** accommodation. Run by founder member of the TRF. B & B £13, with EM £20 inc. drinks. Guided tours, w/shop facs. Tel. Dick or Ann on 0597 851200.

**BMW R80GS** 1985, 10,500 road miles, Clock, Taco. SS Silencer, Htd. Grips, Sparkling Condition. £2000 0943 466064 (Yorks.)

**CAN-AM BOMBARDIER** 250cc, W Reg. 10,000 miles, Good Cond. £450 ono. Paul on 051 231 3702 (work) or 051 630 4201 (home).

**DR350.** 1991. Brilliant Cond. £1700 ono. 0772 792231

**DICK** Howe has 2 120/80 x 17 MT17 Trail tyres at £20 each. 0202 432479.

**KAWASAKI KLR600 A1,** B Reg. Green, 39,000 miles, Eng. Rebuilt at 35. Sound cond. Recent new tyres. £1000 ono. 0533 864638 5-6pm most eves.

**KMX200** Spares. New Original Brake Shoes, £18 the set. orig w/Shop manual for 125 with supp. for 200, £5. Beaconsfield 675318. Matt, eves.

**KTM 300 .** G Reg. Good Condition. New Rear Tyre & Front & Rear Brake Pads. £1150 or P/Ex 4 Stroke. 0772 455817. Leyland, Lancs.

**LONG DISTANCE BIKE TRIP.** Possibly Trail Riding thru Europe then to Asia & Australasia. No fixed time scales or plans yet. If interested please phone Ian on

0925 828085 (Cheshire).

**PETROL TANK DR125,** Brand New, White, £40 inc. p & p. 2 quality tub. steel lugg. racks, £2 each. 2 Open face helmets, good cond. £2 each. Brand new visor for Nolan N37, £3. 0405 860904 Howard.

**SALE/EXCHANGE** Moto Guzzi Mk. II Le Mans, for 4-Stroke Trail Bike, Anything Consid. 0772 684258.

**SUZUKI DR350S** J Reg. 2,500 miles, Road use only, yellow & white, immac. cond., £2200 ono. 0533 864638 5-6pm most evenings.

**TRAILER** Strong 2-bike, Exc. Cond. Sale caused by loss of garage space. £100. Surrey. 081 642 0410 (8pm - 10pm or weekends).

**WANTED** DR400 Exhaust, Pet. Tank, LH Side Eng. Casing, ights and shocks. Also wanted, 1985 Montesa 200cc Seat & Tank unit. Stan on Barrow-in-Furness (0229) 430568.

**XL250** 1986, Monoshock, 1 yrs MoT, recent prof. eng. rebuild, many new parts, well maintained, £700 081 368 7522.

**XR250RE** 1984, T & T, Renthals, Super Trapp, W/Shop manual, well maintained, £625 ono. 0403 251997 (Sussex).

**XT350** H reg, VGC, Black/Yellow, Scottolier, new chain & rear tyre, £1500. 0625 613600 (Cheshire).

**YAMAHA XT600** 1984, B Reg. New Conti' tyres, O Ring chain, 1 yrs. MoT, Good reliable bike, 1 owner past four years £825 ono. 0234 750824.

## EDITOR

"Harmony in the Hills" is not, as you may have thought, an alternative name for our 1993 Coast to Coast epic, but the title of a new 'discussion document' published by our friends the Ramblers Association.

I say 'Friends' In speculative (though probably misplaced) anticipation because this is what 'Harmony In the Hills' is all about - an attempt to tone-down the militant image fostered by the recent re-enactment of the 1932 mass trespass by the Ramblers Association on Kinder Scout, Derbyshire.

The Ramblers Association now see such acts as counter productive - as far as gaining further access to the countryside is concerned. It not only upsets landowners but also their own members!

Strange, that an organisation so dedicated to gaining access for its 90,000 members to walk freely on moors, mountains, heaths and downs irrespective of public footpath rights should so vehemently condemn the TRF who merely seek to ride where vehicular rights already exist.

My reference earlier in the year to our 'Freelance' members who do not belong to any particular regional group certainly brought a (welcome) response. Keep it up. As individuals many of you are obviously quietly carrying out valuable R.o.W. work which will hopefully benefit other members eventually. I don't mean to intimidate anyone by my "What are you doing for the TRF" references - if everyone were as active as some of our freelancers in the three R's - Researching, Riding and Renewing (membership), we would be as strong as the Ramblers!

Keep those letters coming - If we're doing it wrong let us know!

NETTLES

## MAGAZINE ADVERTISING

**DISPLAY ADS. FULL PAGE £50 - 1/2 £25 - 1/4 £15 (Negot. for regular inserts.)**

to: Brian Doman - 19 Huntersfield, Stanford in the Vale, Oxon SN7 8LR. Tel: 0367 710430

\*Members Classified ads. - 3 lines - FREE OF CHARGE / Trade - £5. to: The Editor

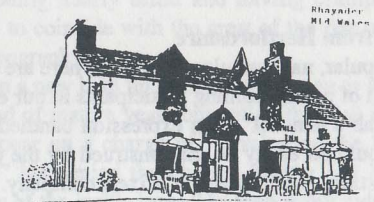
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## TRF OFFICERS

<b>CHAIRMAN (ACTING)</b> .....	Richard Marshall, 1 Burlington Close, Breaston, Derby DE7 3UB Tel: 0332 873416
<b>PUBLIC REL. OFFICER:</b> .....	Brian Wright, 99 Boundary Rd., Wallington, Surrey SM6 0TE Tel: 081 669 4214
<b>MEMBERSHIP SEC:</b> .....	Garry Watson, 3 Stocks Avenue, Mytholmroyd, Halifax, W. Yorks HX7 5AS Tel: 0422 883241
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<b>RIGHT OF WAY OFFICER</b> .....	Tim Stevens, 101 Square Lane, Ormskirk, Lancs. L40 7RG Tel: 0704 894136
<b>TREASURER:</b> .....	Tim Ley, 17 Heigham Close, Shelton Lock, Derby DE2 9QF Tel: 0332 704748
<b>EDITOR:</b> .....	Mike Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe BB7 4JF Tel: 0200 445657

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

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# LETTERS

## Higher and higher

This is just a correction really. Col de Sommelier is most certainly NOT the highest road pass although it could be, I know not, the highest FOOTPATH Pass. The road does not continue beyond the ruined refuge at the top. The Italian Geographical maps set the altitude of the refuge as 2991 metres and the summit of the footpath crossing as 3033 metres. It is possible for a motorcycle to achieve about another 5 metres by climbing the loose rocky hill to the north west of the refuge. The footpath is for legs. To get higher you would need to venture onto the glacier...?

The highest point achievable nearly legally is Mont Chaberton rated at 3130 metres by the I.G.S. There are about 80 hairpins to negotiate. Sommelier is the second highest. Mike Smith and I did both in the same day but you won't want to hear about that will you. The highest ROAD pass in the Alps is Col de Bonnette at 2802 metres followed by Col d'Iseran at 2770 metres, then the little known Col d'Agnel, 2744m and the Galibier, 2646m.

Sommelier is a relatively easy climb, geologically interesting because of its 3 distinct glacial plateaux.

Jafferau is way ahead the most scenic climb in the area and if you want kicks then descend the ski area direct to Bardonecchia. The fort at the top is Italian built Vauban type dating back to around the 1870's as are most of the forts in this frontier region.

The other cracker around here is Mulattiera with a height around 2400 metres, but a very degenerate track. I think we chickened out the second year by unspoken mutual agreement. The track has fallen away in places so you have to cross sloping areas of about 40 degrees out of horizontal with nowhere to go if you slip !!!

Maps can be marked if anyone wishes, also info on cheap crossings (Havre, Cherbourg etc) and the best route through Normandy to Chartres if you're going that way.

*Rod Butterworth, Meadowgate, Denford Road, Longsdon, Stoke-on-Trent.*

## News from Hertfordshire

By popular, nay, tumultuous request here are some further definitions of arcane terminology for the benefit of up and coming participants in our enigmatic pastime:-

"Grab a handful" is an expression bandied about with gay (in the old fashioned sense) abandon and could so easily be misconstrued by the chattering classes as a provocative command or lewd suggestion, particularly in mixed company. This turn of phrase falls into the same category of avuncular trouble shooting advice so readily available from your elders, and no doubt betters, as "Give it some" "Get it on" or "Get your finger out!"

These are all polite requests for an intensification of wrist action (no- not that Frank!) to increase engine revolutions thereby, hopefully promoting escalating velocity and thus making way for other riders waiting patiently for a clear run through some minor hazard.

It may be appropriate at this point to warn you not to be too hasty, you should offer this advice from alongside, or in front of, the recipient for reasons which would become obvious should he/she take your counsel seriously. On no account should you be a) pushing, b) standing or sitting on your bike within a 10 degree angle either side of his horizontal centre line or c) closer than 5 metres. In the latter case your advice would need to be at a considerable volume and you must bear in mind the Country Code and try not to frighten local inhabitants or livestock by bellowing these esoteric expressions

An alternative strategy if all else fails, is to tow him out. Aah- towing Now there's scope for some really-really memorable novice enlightenment!

I like to be fair in these matters so let's look at things from the other end of the rope. You must recognise that the whole operation is for your benefit. You are, of course, entitled to refuse this option in favour of a long sweaty walk (with or without the bike in your possession.) Having accepted this succour you may well find that your saviour is about to give you a sharp lesson in what happens if you don't maintain your bicycle in serviceable condition. "Succour" then takes on, not only a different spelling, but when applied to this situation offers the opportunity of a vindictively different definition!

Accordingly, you should be unstinting in your humility and generous with your promises of reward. If you are parsimonious in any way you will pay dearly for your lack of courtesy and unrealistic appraisal of the situation!

To practical matters, do not, I repeat, do not tie the rope to your bike, a momentary foray into the immediate future should be sufficient to get the picture. For the same reason don't tie a knot in your end of the rope assuming that you will get a better grip this way. You will, probably when it matters least and you will find yourself (still being towed) on your side over rocks, flints, mud, or even nice grippy tarmac. Your polite requests to "Please stop!" will not be heard, the best you can hope for is that the rope will break or that the tower will get tired!

Simply wrap the rope once or twice around the handlebars as near to the centre as possible and hold the loose end with your left hand on the grip. You will need your right hand to avoid over-running the rope or smashing into your benefactor when he slows down. If the going gets tough, just let go and you are a free agent again!

Mind you, even this has its drawbacks, I once towed a friend who was a graduate engineer (his bike looked like a tinkers wagon!) along a narrow muddy lane in Derbyshire. My knobbly Ossa was ideal for the job, lots of grunt (no Frank, grunt!) and a comparatively low seat height. Setting off at a cracking pace I was thoroughly enjoying myself, helping a fellow rider and filling him in at the same time! Progress was good, better than expected and arriving at the end of the lane I slowed down and stopped, gently of course, to find only a length of rather muddy rope behind me! A post-mortem revealed that on an uphill section, being nearly blind and having cramp, he chickened out and let go. This disengagement happened to coincide with the crest of the rise and I attributed the increase in velocity to the advantageous topography.

Finally, a cautionary tale of injustice. Whilst running in a new bike up the M1 on the way to a run starting in Dunstable my friend David, (a respectable lad of mature years but still with a full head of hair) was stopped and eventually summoned to appear on a charge of "Driving on the hard shoulder of a Motorway contrary to Section.....etc." He denied the charge, having just been thoughtful of other road users by keeping to the nearside of the inside lane! "As God is my judge, I am not guilty of this offence." he pleaded. The magistrate (short on words and love of motorcyclists) replied "He's not, I am, you are, fined £10.

*Ken One. ABOF, Herts.*

## Northumberland Group - Despite wind and weather

The tea maker bumbled into action at 7.00 am on a very wet and gale driven Sunday morning. An extra 10 minute lie in as only one bike to load up. A quick bacon butty, a mug of tea and away to make the 9.30 am start from Hexham.

Most unusually we started on time as only Willie (KLR 250), Paul (XR 250), Ian (KMX 200) and myself (KDX 200) were mad enough to brave the January weather.

The ancient farmer was not in evidence on the old drove road which skirts the race course and we kept our feet dry at Dipton Burn river crossing but not for long. Once up on the moor it was head



down, rain stinging the face and fighting to keep the bike on course, as the wind was strong enough to blow the bikes out of the ruts.

Stobbs Cross and the Broadway were hard work directly into the gale force wind and rain, then 1/2 mile of road work before picking up the grouse track which leads up and over to Weardale. While crossing a culvert Paul was caught in a gust and blown off the track where he and the bike parted company. Fortunately the only damage was to the bike which fell 6 ft down the rocks and suffered a snapped front brake lever at the pivot point - who needs a front brake anyway!

It was beautifully sheltered riding down the forest track to Killhope but the unbroken sheet ice on the pools was reminiscent of the recent cold spell. It was time to head for Alston and hot drinks as the weather had managed to find its way into boots and thermal recesses.

A quick refuel for the bikes and a look at the disintegrating map which not even an army map case could keep totally dry. With back to the wind the riding was fun - sticky mud with miles of deserted moor and only some curious sheep for company. The rain even let up for a while and it was possible to see the track winding its way over the moor. True to form I crossed up trying to escape from a deteriorating rut and found myself rather too close to the black stuff for comfort. I can always be relied on to provide some light relief !!

After taking in the Bay Ridge Coach Road and Slaley Forest we finished the day with a short track which, unbeknown to the others, held a surprise ford. The water was high and the current grabbed the front wheels but only Willie's bike decided to stop for a drink mid stream.

We covered some 70 miles, the majority on the dirt and an excellent day was had by all. Mind you the car heaters were very welcome !!

PS. Thanks lads for retrieving my side stand and all its bits from their hiding place on the moor.

*'Flip.*

#### Why Z 490?

At first glance you would think that a road registered motocrosser would be the ideal tool for tackling the toughest lanes. Light, small, with bags of power and the minimum number of parts to go wrong. Well, that was what I thought when I parted with £450 for a quite good-looking 1983 model. However no sooner had I handed over my hard-earned cash than I encountered the first problem; how to start it... I tried every combination of throttle and choke setting I could think of, to no avail. In the end the only thing that seemed to work was a good blast of "Easy Start" ... and a lot of luck! Having got the bike headed for home, gaining somewhat mixed impressions of the bike. The power was there, (a small movement of the throttle would have the front wheel in the air - no problem) but so, was the vibration; to quote "Dirt Bike" mag, "The YZ490 vibrates like a badly loaded washing machine on spin cycle". Also the brakes were nowhere near up to the job for road use and the lights were strictly for dawn to dusk only, oh - and the horn didn't work either.

I arrived home, having pushed the bike for the last 500 yards and decided to give it a once over. This was when I discovered another problem with old motocrossers, a strenuous previous life resulted in every bush, bearing, linkage and oil seal on the bike being shot. To top this off, so was the bore and piston! My ideal trail bike was by now not looking so ideal.

With only limited funds left after the purchase I thought it best to concentrate on the engine and leave all the cycle parts to later. The barrel was on its last over-size and then some, as is every other YZ490 barrel in every breakers in the whole country. A new one would have required a mortgage, so after some measuring I decided that a YZ465 barrel could be made to fit. All I had to do was bore it out to take a 490 piston. Why, I hear you ask, didn't I fit a 465 piston? Simple, the 465 barrel was on last over-size too, surprise, surprise! The only other major problem was two coils which had shaken themselves to bits, so I had them rewound, replaced a couple of bearings, all the oil seals etc and slapped it all back together.

The next job was to re-jet the carb....in the end I had to come down 100 sizes on the main jet to make it road user friendly!

Then I tried to run it in, which proved very difficult with such a highly tuned bike; discovering on the way that the exhaust had to be lagged with fibreglass to try and stop it ringing and that I had to use synthetic 2-stroke to reduce the fog bank the bike created.

At last it was time to go laning! This proved to be a real anti-climax. The YZ is fitted with a close ratio gear box for racing which means that the bike won't pull below 20 m.p.h.; couple this with the bike's light fly-wheel and stalling becomes unavoidable on the slower trickier lanes. Once stalled it was then a real game to get it going again. I found the only way round the problem was to spin the back wheel all the time, thus keeping the engine in the power-band. This policy however caused damage to the lane and had any ramblers seen me it would have done even more damage to the T.R.F.'s cause. Yet another major problem which I encountered on fiddly lanes was the lack of steering lock coupled with the long wheelbase, making the bike next to useless on trials type sections.

All is not doom and gloom though. At the Avon T.R.F. Fun Day I had a whale of a time on the motocross course, which is where the YZ belongs. So if you asked me if I would recommend a motocrosser for green-laning the answer is "NO!!!" Trail bikes and enduros are the only viable option, in my opinion anyway.

*Paul Benney, Bristol.*

#### S. L. & S. Trail Ride to Brecon

First the fun bit. Wales was a hoot as usual. Present were Big Chris, Husky; Medium Chris, KMX; Ian, DR; Ian, KMX; Andy, Russell and Andy, KDX's; Paul and Sue, Honda 500 outfit. On this occasion we were joined by Simon Mizen, XR. As it was his first weekend run we were polite to him until, that is, he dropped it in a fast flowing river. At this point a little titter ran round. Did you know it is possible to re-start a totally submerged XR in under ten minutes?

### THE WEST SOMERSET HOTEL

When thinking of visting 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 Eve.Meal.*

Contact us at

**Swain Street, Watchet,  
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Tel/Fax: 0984 34434**

As some members are aware, Andy Torrie was persuaded to crew my Trials outfit at an event last year. Despite my pointing out that we were last when we gave up, in the eyes of everyone else this meant that we were both experts and therefore "ought to give it a go".

For those who have never experienced this I will try to illustrate it in words. Take a softly spoken, modest and rather cuddly rider. He will give you a quiet smile before you step aboard. At this point you notice that the quiet smile has turned into a manic grin and there is a matching glint in his eyes.

Before you have time to leap off the platform the clutch is dumped and you suddenly know what it must feel like to be shot from a cannon. The familiar sort of terrain unfolds before your eyes except that you are not in charge. Your legs are being pounded as the brow of a hill looms, you frantically grip the bar whilst trying to think what



you need to do to survive, too late, your legs are driven into your solar-plexus on landing.

Every muscle is aching, he seems to ignore your screams of mercy for an age. What a relief to step out intact. The quiet smile has returned, "I took it easy so as not to put you off". Thanks Paul. At this point it is imperative to adopt a nonchalant grin before turning to the grinning and expectant group of Trail Riders; "It's good fun, you should all try it."

I have described about two minutes, but remember the passenger has to survive this for a whole weekend.

Anyone who knows the Brecon area will be wondering how the crew of an outfit would get up the steep bits. The answer is that apart from missing two as being unsuitable, we were rarely waiting for them and they were frequently waiting for the rest of us.

The exception in this instance was a mountain. Only four of us made it to the top this year. Let the record show Andy, Simon, Ian P. I was told of a small domestic incident further down, it seemed that Paul was willing and Sue was not. Although I made it to the top I have to admit to falling off twice on the way down (my riding must be going downhill).

Well, that's the riding, now the serious stuff. Friday night we disposed of the £70 whip in the various pubs in Brecon. However, on Saturday Andy gleefully told us that he had discovered a hostelry which served Theakstons Old Peculiar ("you'll really like it", he told us) and guess what? Having attained approximately the same standard of inebriation we still had £45 left from a similar whip round. There may be a slight drawback, but you will discover it the next morning.

*Brian Wright, Surrey.*

#### Plonker in pizza-land

I have just taken up residence in the northern Italian town of Modena and anticipate withdrawal symptoms if my diet of trail riding is not maintained.

I should like to hear from any TRF members who know anything about trail riding in Italy. Are there any organisations or clubs like the TRF for Italian off-road enthusiasts? Does anyone in the TRF know of other expatriate trail riders in Italy, or better still does anyone have Italian contacts with whom I may get in contact? If anyone can, just call my ansaphone (0869 252025) and leave a name with phone number and I will call back immediately I pick up the message.

Help me to achieve my 1993 resolutions: 1) Improve my riding and 2) Improve my Italian.

*Plonker John Fowler, Modena.*

#### Bootiful job

Recently I had to face the fact that my old but trusty riding boots were no longer trusty.

The soles were cut right through on the arches through continual standing on cleated footrests. What to do? Look for a bargain in last year's models? Pink not being 'in' this season? As a last hope I cleaned them (!! ) and carted them off to my local shoe repair shop. In this case part of a national chain called 'MISTER MINIT'. Without making any promises they sent them away. Within a week they returned with a brand new 'Tractor Grip' bottom end! Total, less than £17. They also stitched a square leather patch on one ankle for £1.50, yes £1.50.

I have nothing to do with the above mentioned company, I am just a very satisfied customer.

*Keith Burton. Lincs.*

#### Byways - TRF policy

Aland Kind (Trail No.174 1993) typically gets to the nub of our dilemma. My understanding is that the TRF's national policy is to leave D.M.M.O. (Definitive Map Modification Orders) claims to the discretion of local groups. This is not good enough, in my view. National leadership is required to avoid 'drifting'.

If you believe in the legal sanctity of green roads, you must register a Schedule 14 claim. Then, at least, no-one will be able to say at some future forum (or local public enquiry) that the TRF did not bother to claim a green lane as byway. Ergo, we did not believe sufficiently that vehicular rights existed.

The TRF must get allies - from carriage drivers (the acceptable face of green laning!), mountain cyclists (who, until 1968, could not ride along bridleways), horse riders and others with vehicular or amenity interests. I believe the TRF is simply too weak to go it alone. "Divide and rule" would suit many Highways Authorities.

Here in North Somerset in the Mendip Hills Area of Outstanding Natural Beauty (AONB) an interesting pilot scheme is steadily evolving where all users and even "The Friends of Shepton Mallet" and "LEGS", a tarmac road cycling organisation, are meeting monthly to discuss mutual problems! And the Mendip Bridleways and Byways Association is putting in byway and bridleway claims for all.

The meeting gets about 15 people each month under a chairman (currently Peter Banks of Somerset TRF) who represents in turn a different user group. This is the way ahead, I am convinced. The Byways and Bridleways Trust is concerned at the network - not an individual user group and therein lies the key.

It's interesting that the contry's foremost RoW workers, people like Zana Bowles in Devon or Bill Riley in Wiltshire or Ruth Collyer in Dorset, quietly get on with the research and put in claims *based on the evidence*; and if they win at Public Enquiry, it is the job of the Order Making Authority to decide which class of user can use the precious green ways.

The CLA and others are lobbying for AD 2000 to be the closing date for all claims. That is seven years away. Think on that, gentlemen and ladies.

*Gwyn Thomas, Somerset.*

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#### Cornwall group invites you to...

Though I appreciate that most of you are well versed in the art of squinting at a worn and flapping Pathfinder, members down here in Cornwall would like to take this opportunity to remind fellow Trail riders that on a slightly larger scale map ( you know, the ones normal people have) there is a bit sticking off of the bottom left of Great Britain. We do tend to feel just a little isolated down here and would like to invite other Groups to come and ride with us.

We may not be able to offer lanes of great length, unfordable rivers or bottomless mud pits but we do have many good lanes, some breathtaking coastline and moors, good beer and pasties and not to mention, a while ago, we did have King Arthur...but I promise not to mention that...

We are therefore offering to find and recommend some suitable accommodation, and to lead a weekend of runs for a group of up to 6 riders. We think that this could be great fun and would rather hope to be invited back to other areas.....

Cornwall is best avoided at peak holiday times as



your trail riding holiday would be spent largely in the car in a queue on the A30. Hard to explain when you get home and your kit isn't even muddy. However, if you think a small group of you would like to come down please give our Rights of Way man a ring, he is Tony Stuart and his 'phone number is 0208 862960.

*Sally Madgwick, Cornwall*

#### ACU, TRF, MOT, NHS, QED?

Attention all trail riders...I have been given a copy of an article which appeared in the magazine of the ACU, Newline issue 12 1992; you can probably guess the content, but it is my sorry duty to tell you: On the 10 April 1992 a Mr. Cutlan was riding to work on his Honda CR250 (like you do) when he was stopped by Avon & Somerset Police. He was charged on four points:

- 1) No audible means of approach
- 2) No chainguard
- 3) Tyre unsuitable for use on public highway
- 4) Non mettalic fuel tank

Mr. Cutlan was found guilty on charges 1, 3 and 4.

This is now case history and will be advised to all County Police forces and Courts of Law.

I would add that the new MoT regs. seem to have resulted in testing stations having further

doubts about tyres with NHS markings, even though I believe they have no significance in this country. I am told these markings appear on some enduro and even trials tyres. As Steve Neville suggested in a recent Trail, make sure your tyres do not have NHS markings, QED?

My information on tyres is that the MoT notes suggest that the area of tread (the knobby bits) must not be less than the area of the gaps between. Thus a Sand Cross would not pass but most enduro tyres probably would. If challenged whilst trail riding, I suggest you politely explain that the tyres fitted to a trail bike "should be fit for the purpose to which they are put". Remember, however, this is not likely if you are on your way to work.

*Brian Wright, Surrey.*

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## GROUP NEWS

#### ALL SOUTH WEST GROUPS

Trail Riders Fellowship.

South West Regional Meeting Sat. 3rd April at Cossington Village Hall, 4 miles east of M5 junction 23 North, Bridgwater. GR ST 360402. All memers in S.W. region are invited and it is hoped all groups in S.W. will be represented.

The main aims: To get to know and trust each other, to work together. To plan the way forward.

All items for agenda please to **RICHARD TALLON, 5 DANVERS ROAD, CORSHAM, WILTS.**

#### DORSET

Stopping-up order on the UCR at Gotham, near Verwood - Dave found at the County Records Office that the UCR was on the Enclosure Award as a Public Carriage Road which led onto Cranborne Common. There was also another road leading onto the common from the other side at Alderholt which was a Public Carriage Road.

Dave received a letter from DCC informing him that with reference to the Byway claims for BR's 10 & 18 Piddlehinton, the request to modify the Definitive Map had been refused. The Byway claim for Burtleston Drove and Puddletown to Waterston Ridge are still to be heard.

Dave had a meeting with Carol Cuff who was the local representative of the Carriage Drivers Association.

A letter had been received from the TRF Public Relations Officer asking for the appointment of a local P.R. Officer. Any volunteers?

Dave received a copy of the North Dorset District Council Notices of Footpath & Bridleway Diversion Orders. No-one had any knowledge of the affected footpaths and one bridleway.

#### NEW GROUP

A letter from the **SOUTH NORTHANTS GROUP** (to be),

If I have picked up this pen and paper once, I have picked them up a dozen times to make a start on this letter. The wife, the children, the dog, even the bike, all have conspired to keep me from putting pen to pad but, of course, that is just an excuse. The letter from Martin Troake in the December issue of "TRAIL" finally goaded me into action, even if the "action" had to wait until after the January issue had arrived.

Really this is intended as an open letter of thanks to all of the great people who have guided and assisted the members of our group (now an official group of our own by the time you read this, I hope!) over mostly unknown (to us) territory. In the past eighteen months we have visited The Cheviots, The North Yorks. Moors, The Yorkshire Dales, The Isle of Man, The Peak District, Cambridgeshire, The Essex and Hertfordshire Borders and, most recently, Devon, Dorset and Somerset. All magnificent.

So, Bob McConnell, Jimmy Smith, Maurice Newsham, Leo and David Crone, Alan Wilkinson, Keith, Dave Edgar, Roger Young, Mark Kinard, Martin and Ian Troake, Brian Hingedon and your son, Robin Cox, Richard Arscott, Julian Bruford, Peter Banks, and David Dyer, gentlemen all, please accept this letter as a record of our personal thanks and gratitude for your help. If I have missed anybody, and I know that I probably have, it is only due to my poor memory and that when I was riding with you I did not realise that I would be writing this now, however, if you buy me a drink at the next lunch stop I am sure to remember you and will definitely mention your name in future! Well, possibly.



I would like to introduce everyone in our group but a few generalisations will have to suffice. We are a mixed bunch of characters with widely varying abilities who ride a motley collection of machinery, not all of which are absolutely reliable, so I suppose we are a pretty average group. Nearly every weekend someone in our number arranges a local run, anything from a couple of hours to a full day's riding but we really enjoy a good long ride in unfamiliar areas and the good folk named above have assisted us to do just that. Mind you, quite why we seem to do most of it in the depths of winter escapes my reasoning, it must be our sense of adventure or, possibly, we are just one step away from insanity. Who knows? Who cares? Let's do it anyway!

For the record we intend to meet on a regular basis in future at the Spencer Arms at Chapel Brampton (Princess Diana's late father's local you know, but I don't think it was the beer that did for him). This good old pub is situated on the A50 about five miles or so north of Northampton, does food and so on, and we intend to meet at 8:00 pm on the 2nd Monday in the month. A local run is scheduled for the Sunday following each meeting and runs further afield will be discussed and arranged at each meeting.

We welcome visits from any other T.R.F. members but advise you that you have to be severely mentally disturbed to enjoy the deep, deep pleasures of Northamptonshire mud and clay, however, if it takes your fancy please contact the Runs Organiser, Mr. Dave Brown on Northampton (0604) 413002 or come to a monthly meeting, we are quite friendly really and hardly ever bite.

We look forward to meeting and riding with you all, either here or there, so take care, ride safely and above all enjoy yourselves. Best wishes from the South Northants. Group.

*Rob Sawyer, Secretary.*

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## OFFICERS REPORTS

### From the Secretary

The score this month: twenty five remaining, one new, one lost and found and ten lost. What am I talking about? he answer is a unilateral declaration (by default), that ten TRF groups are no longer part of the National TRF.

But to offset this, let us welcome a new group, "South Northamptonshire" to our organisation. The following groups have decided not to continue their association with the National TRF, or are too apathetic to return their questionnaire, or it all got 'lost in the post'.

BRISTOL, CAMBRIDGE, DERBY & SOUTH YORKS, EAST SCOTLAND, LANCS, NORTH MIDLANDS, SOUTHERN, WEST MIDLANDS, WEST YORKSHIRE, WYVERN.

Please return your questionnaires or will the Group Representative please let himself be known to the National TRF through me?

As I have said before, communication is essential in an organisation of this type - this can be done via the magazine, but the Group structure is also very essential.

### 1993 EXECUTIVE MEETINGS

8TH MAY

18TH SEPTEMBER

27TH NOVEMBER

AMCA HQ, DARLASTON ROAD, WALSALL.

Every group should send a representative - get on and do it.

*Peter Ballard.*

G	R	E	E	N	L	A	N	E	S
G	R	E	E	N	B	I	K	E	S
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The Department of the Environment sent out a questionnaire on 5 February needing a response by 5 March. In it they asked all sorts of interesting questions about how the law relating to Byways might usefully be changed, following the recent deliberations by the Haselhurst Committee. I was able to respond on your behalf because I had been able to keep abreast of the debate through our contacts with LARA, and in particular the Welsh Wizard Bill Kershaw. They also asked for evidence to back up any claims made about vehicular problems. This was aimed, I am sure, at one or two of the more hysterical users who are inclined to spout off at the least provocation. They say things like

*'Look at these ruts, they must be two feet deep, they were obviously caused by four wheel drives.'*

*'We can't have Byways in this area, or we will have scramblers up and down all the time frightening the wildlife and the children.'*

*'They just turn the countryside into a racetrack.'*

We know that many of these claims do not stand up to close scrutiny. Which 4x4 can clear ruts one foot deep, never mind two? When we ask where all these scramblers are, and all the race tracks, it goes quiet.

*'Well I have read about them, heard about them, that's what they say...'*

The DoE are asking not just for the claims, but the evidence to back them up. Good, because that will introduce a brake on the tendency to exaggerate. But it puts me in a spot. I would like to make two claims—

**A: Trail riding does more good than harm. By using lanes we keep them open, and available for all, and in areas we are not so active lanes are overgrown, ploughed out, or obstructed.**

**B: Minor repairs done promptly would save many of the problems of soft ground and deep ruts, but our offers to help are spurned.**

You know both these are true, don't you? Yes, but are the DoE likely to believe me? I need evidence. That means details of areas and lanes for claim A, and examples of problems for claim B, with copies of letters offering help, and so on. So what? You can all come up with at least one case for each claim, can't you? Good, send them to me NOW. Give map references, and other details so that your facts can be checked by those who do not want to believe. What is that you say? Why don't I get in touch with your local rights of way officer? Let me tell you why.

In the December Trail I asked all the RoW officers to do something to help us all. They were asked to get in touch with their neighbours, and set up someone as a regional contact, for themselves and for me. What happened? Several people have said they think it is a good idea, that they are in favour of it, and all those sorts of noises. But what exactly has happened? Nothing at all.

Let me be blunt (so what is new?): No evidence means we will not be believed. If we cannot show that trail riding is a benefit how many guesses do you need about what is going to happen?

*Tim Stevens*

*From a meeting attended by Dave Barrett of the WEST YORKS group*

Public Rights of Way Meeting of Interested Parties 10.30am Tuesday 3 November 1992 in the Baltic Room, Cauty Hall, Beverley, Yorkshire.

Bodies represented: **Humberside County Council. British Horse Society. Country Landowners Association. Ramblers Association. National Farmers Union. Lincolnshire Field**

**Paths Association. Humberside County Council. Humberside Association of Town and Parish Councils.**

Mr. Relham welcomed delegates and expressed the hope that the meeting will be the start of a long term liaison.

He explained that a reorganisation within the Technical Services Department had merged the former Countryside and Policy Groups, stressing that there would be no diminution of commitment to the Department's work on rights of way.

Mr. Grimshaw circulated copies of an information sheet on the P.R.O.W. staff and their responsibilities. He stated the Group's intention to produce an overall strategy document.

It is hoped that the draft will be issued shortly, to be followed by firstly, a code of practice and subsequently, fact sheets.

### **Draft Rights of Way Act 1990 – Enforcement Policy**

Mr. Grimshaw acknowledged that ploughing of rights of way is a major issue in the County. The main aim in circulating the draft policy prior to the meeting was to receive comments and to put together a working policy. He stressed that it was not to be a 'once and for all' statement, but one which could be amended from time to time as necessary.

Representatives of the Ramblers expressed concern over the issue of prioritisation of complaints. They felt that paths falling within groups 2 and 3 of the draft Ploughing Policy would never receive any attention. It was suggested that outstanding complaints from the previous year should receive priority and that recreational paths should include routes published by the R.A., etc. Mr. Grimshaw reassured them that no category of path will be ignored and that all problems will be dealt with. A written, approved policy will help speed up the enforcement process.

Mr. Knafler suggested that cul-de-sac paths could be diverted with the R.A.'s agreement, especially if the new path is a 'through-route'. He felt that intimidating behaviour by occupiers should be given higher priority, as walkers, families for instance, can be deterred from using certain paths.

Hazel Wink commented that 2 or 3 prosecutions a year is a 'low score', but Mr. Kibble suggested that any talk of prosecution is an admission of failure. The C.L.A. and N.F.U. representatives all offered to help the Highway Authority with advice and to act as mediators over the whole County if the Council advises them of cases and passes on the relevant information.

The R.A. reported that they feel frustrated by the County Council's low key posture on this issue. They are looking to the farming community to improve the situation and to the Local Authority to uphold the law. Owing to the lack of resources, there is a need for more co-operation. Mr. Knafler said that the R.A. need to know the names of offending occupiers so that, as a last resort, they can serve 7 day notice themselves.

On the subject of re-instatement, Dr. Eastwood referred to item 2(b) and suggested that it be amended to read the same as item 2(a) as removing the crop in the spring could lead to a delay of 6 months which is no deterrent to farmers. Methods of re-instatement were discussed, including spraying and running a vehicle along the line of the path after cultivation. It was felt by some that spraying is undesirable as it can be highly toxic to people and horses. Mr. Kibble thought that no farm machinery is narrow enough to be able to mark the width of a footpath. The problem is that farmers are using contractors more, and don't always remember to tell them that a footpath exists. The C.L.A. and N.F.U. are doing their best to educate members to leave paths undisturbed.

Mr. Collier is advising occupiers to re-instate paths themselves or the highway authorities will carry out the work and charge the occupier. The next issue of the N.F.U.'s Journal will include an article on the subject.

Mr. Armstrong asked where the 1.5 metre width of a field edge path was taken from. He insisted



that a path must be visible on the ground, and that tractor wheelings are not adequate. Stakes are preferable. Mr. Ingles replied that the minimum usable width of the path should be 1.5 or 3.0 metres according to its classification, and that it may be possible to offer stakes to occupiers, with advice on widths and surfaces.

Major Collier asked what is the point of diverting crossfield paths to field edges when H.C.C. has insufficient resources to keep them clear of weeds. Hazel Wink replied that horseriders prefer undisturbed field margins as they tend to be a firmer surface. It was mentioned that occupiers may be willing to maintain field-edge paths on behalf of the highway authority. Mr. Ingles said that this is already being tried in the Holderness area, and that help may be obtained from parish councils under the Countryside Commission sponsored 'Parish Paths Partnership'.

H.C.C. were requested by Mr. Collier (N.F.U.) not to invite the press when re-instating paths, as some authorities have, and to ask for a police presence only when breach of the peace is believed likely.

Maj. Collier commented that he has received nothing but co-operation from the C.L.A. and N.F.U., and Mr. Kelham agreed that there had been a substantial advance on a range of issues included in the draft policy.

#### Fact Sheets/Information Leaflets

Mr. Grimshaw is aware of the mass of published information from all bodies and proposed a more consistent approach. He wished to start the process of discovering what is available to identify any gaps and/or groups to be targeted. The County Council are able to offer resources and facilities to produce and distribute a joint guide.

The N.F.U. and C.L.A. have available fact sheets on permissive paths and toll rides, ELMS leaflets and reports. They are willing to help by advising farmers from within, but felt that short documents are better than long ones.

It was suggested that maps of local public rights of way displayed on parish noticeboards would give a clear indication of the location of paths, an idea which could be taken up under the Parish Paths Partnership.

Another possibility could be to have primary schools use public rights of way as an educational resource. Reference was made to the booklet published by the R.A. and T.S.B., now unfortunately out of print. Mr. Kelham believed the major gap is at parish level; there are enough leaflets on 'who is responsible for what'.

#### Proposals for the Parish Paths Partnership

The situation in Humberside is that the Countryside Commission have invited H.C.C. to launch a scheme in 1993. There is agreement in principle. It is hoped to start in April by selecting 25/30 interested parishes and to appoint a project officer at County level to keep a register, lend out tools, etc. A small grant will be made to parish councils to help undertake routine work within the parish. H.C.C. need to find resources to match the Countryside Commission's offer.

It was suggested that parish councils are so insular that they do not talk to each other. Mr. Newton remarked that the Humberside Association of Town and Parish Councils hold regular district meetings for the exchange of ideas.

To date there had been 60 responses from parish councils to the Countryside Commission and approximately 20 enquiries to Humberside Countryside Council. Final details are not yet available, therefore no decision has yet been made on the method of selecting parishes, though it is envisaged that the number of participating parish councils will increase annually.

In the Nottinghamshire pilot scheme 3 separate groups of parishes are to pay farmers to maintain their public paths. Grouping of parishes seems to work better than selecting individually over the

County, but the scheme must be well-supervised. The Humberside Association have a newsletter which is circulated to member councils and could help publicise the scheme.

#### Quarterly Reports

Mr. Knafler referred to Lincolnshire County Council's having received 1,500 complaints in an 18 month period. They have accepted that the R.A. is the overall clearing house for complaints and realise that the biggest problem is feedback. It is too time-consuming to respond to each complaint with anything but an acknowledgement card. The solution was to devise a quarterly-composite form of report. The R.A. send it in to the Council once every 3 months, when the current state of each problem is entered and the form returned to the R.A. to keep them up to date.

The same system was offered to Humberside C.C. as a compromise and Mr. Ingles confirmed that it has been accepted by the Council to help cut down on paperwork. However, North Bank Ramblers do not see the form as a step forward. They believe that letters are an essential reminder to the County Council of previous correspondence and complaints. They prefer to write on a parish basis, and insist that problems need to be dealt with more quickly than the 6 months allowed by the composite form.

*Next meeting with Hull C.C. is on 30 April 1993. Dave Barrett.*

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## POLITICIAN IN LEATHER LEADS FIGHT AGAINST POWER LIMITS

The European Parliament overwhelmingly voted against a 74kw/98bhp limit for all new motorcycles sold in the EC, on Thursday February 11th in Strasbourg. The Parliament rejected the Commission proposal by a large majority for a second time in 3 months.

Earlier in the week Roger Barton (MEP for Sheffield UK) rode to the Parliament main entrance on a 100bhp Triumph 900cc Trophy, production of which is threatened by the new law. Then in his one-piece leather suit he strode into the Parliamentary chamber and demanded of the Commission "Give European bikers and manufacturers a break.... I hope the shock of seeing a Member of the European Parliament speaking in this chamber in full riding leathers will encourage the Commission and Council to see bikers in a different light in future. Yes, Commission and Council, bikers really are people. They really have rights. You have no right to ban their lobby on ill-informed prejudice." Mr Bartons' tactics attracted television coverage in many EC countries.

The proposal has already created a storm of protest amongst riders throughout the EC, worried that the limit will be the first of a ratchet of subsequent limits, because when the restriction fails to affect accident rates, further limits will follow. This would leave machines gutless and inefficient.

The Parliament and Commission have conflicted over this 'internal market' legislation since the Parliament was first asked for its opinion in September 1992. Arguments against the limit ranged from lack of conclusive road safety evidence (even though the limit was proposed on these grounds), that it discriminates against motorcyclists and was legislation on the basis of 'popular prejudice', and that it was protecting the governments of France and Germany which already had limits. Then in December last year, the Commission's German road safety evidence collapsed when the institution concerned disowned the claims of the Commission regarding the research.

Altogether six MEPs spoke in the debate against the limit. But the Commission's response, provided by new Italian Commissioner Mr Raniero Vanni d'Archifari, contained no reason for riders to celebrate. The Commission still supports the limit, although Mr Vanni d'Archifari seemed unaware that his arguments for the limit were wrong "on at least three counts" as pointed out by Mrs Mel Read MEP, in who's constituency Triumph have their factory.

The Brussels-based Federation of European Motorcyclists General Secretary Simon Milward reacted angrily, "The EC has again spat in the face of democracy. The Commission still wants to bulldoze through new interfering laws on matters of no relevance, against the wishes of users and the Parliament, and where they have no evidence. Our only chance now is to forcefully protest to the twelve member governments. We appeal to all riders to do this in all countries urgently, because we have just a few months left. Further information can be obtained from our office if needed."

Triumph supplied the Trophy through their dealer Hansle Motorradspport in Ettenheim in Germany, along with the leathers, boots, gloves and helmet. F.E.M. delivered the bike to Strasbourg, France.

## TRAIL RIDERS FELLOWSHIP

Minutes of Executive Meeting held at AMCA HQ Walsall. 21 November 1993

### Officers Reports:

Tim Stevens circulated his report on the Ridgeway Inquiry. Dave Giles gave his thanks to Tim and Don for their considerable input to the Inquiry and also thanked all those who attended and gave their support. Tim went on to introduce Tony Stuart (Cornwall Group) who had recently been in court to defend a Section 116 closure order. Unfortunately the lane was lost, but Tony wants to take the matter to appeal. It was agreed to provide the necessary funds to seek proper legal advice, starting with Alan Kind, and for Tony to report his findings to the Executive before proceeding. Tim gave details of those parts of his discussion with RACMSA which related to TRF matters. The RACMSA are currently concerned to regularise the situation regarding motor events using or crossing RoW, and Tim expressed our concerns that many organisers are using routes with hidden vehicular rights. When they ask for permission to use such routes they can jeopardise our needs and future claims. We are also concerned that if we tell them where all the lanes we use are, there may be abuse. The MSA were keen to cooperate with the TRF and Tim asked the meeting what in particular we should be seeking in return for our assistance. Several ideas were proposed the most important being promise not to leave LARA. Tim was asked to continue this liaison in conjunction with appropriate officers.

Don Lewis presented his report on the recent LARA meeting. Points for action from that meeting are: Bill Kershaw needs input from the TRF regarding any information we have on a Before and After usage of Byways which have been successfully claimed. Or how we can help assess this. There will be a LARA Seminar on 21 April 1993 aimed at Professional Planners, but TRF reps would be welcome. There will be a charge for this event, not yet set.

Don explained how embarrassing it was that even in November 1992 the TRF has not paid their subscription to LARA for 1992. *Action—All Members—Tim Ley*

### New Business: Key Tasks for TRF:

Brian Wright gave a presentation in which he showed how the PR task could be made more effective by

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We provide a full time guide. Garage, workshop and pressure washer available.

Groups of any size are welcome from 20th March - 15th May & 11th Sept. - 20th Nov.

For further information ring Charles Fleming (010 33) 53 50 12 39.

spreading out more of the work. Four major tasks were identified, out of thirteen discussed; these were: a) Produce a handbook b) Create a 'user friendly' explanation of the ROW Bursary Scheme. c) Produce a leaflet: Who are the TRF? d) Put together a package of information about TRF activities. It was agreed to advertise these tasks in the 'Trail' and for Brian Wright to coordinate the responses. Dave Giles agreed to write a piece about the Bursary Scheme for the benefit of new members (and others). *Action—Brian Wright & David Giles*

Tim Stevens did a similar job for the RoW functions, based on the ideas set out in 'Trail' 171. This involved group RoW officers getting together in their regions to share information and help improve the range of skills. The aim is to have a RoW expert in every region or area. He undertook to write to all groups in the near future setting out his ideas in more detail; this would probably be done in conjunction with the questionnaire that the secretary sends out in December to establish who does what in all groups. *Action—Tim Stevens*

Dave Giles in summing up explained that the original intention of this exercise was to spread the work-load among the membership. The tasks should be closed-ended wherever possible.