

## GROUPS

### BRISTOL

Ian Hingley, Tel: 0272 567509  
1st Monday, Warmley Community Centre,  
Deanery Road, (A420), Kingswood.

### CAMBRIDGE

Richard Palmer, Tel: 0353 88344  
1st Thursday, Golden Ball, Boxworth.

### CHESHIRE

Geoff Bostock, Tel: 061 456 9631  
2 & 4 Monday, The Robin Hood, Buxton Road,  
High Lane, Hazel Grove, Stockport.

### CORNWALL

Sally A. Madgwick, Tel: 0208 74411  
Ring Secretary for details.

### CUMBRIA

Tracey Fogg, Tel: 0539 722569  
2nd Wednesday, Albert Hotel, Bowness on Windermere.

### DERBYSHIRE & SOUTH YORKSHIRE

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

### DEVON

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

### DORSET

Russ Sherwood, Tel: 0202 575739  
1st Tuesday, The Royal Oak, Bere Regis

### EAST MIDLANDS

Graham Chinnery, Tel: 0332 863433  
2nd Wednesday, The Red Lion, Ashby Road, Kegworth,  
Leics.

### EAST SCOTLAND

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

### EAST YORKS.

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

### ESSEX

Mark Kinard, Tel: 0279 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 Wed., Coach & Horses, Newgate Street, Nr. Cuffly.

### ISLE OF WIGHT

Mick Holbrook, Tel: 0983 754758  
Last Thurs, Liberal Club, Longford Rd, Shanklin, I.O.W.

### KENT

Jeff Hayward, Tel: 0322 863521  
2nd Tuesday, Pied Bull, Farningham, Nr. Brands Hatch.

### LANCASHIRE

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

### LINCOLNSHIRE

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

### LODDON VALE

Bernard Green, Tel: 0344 50289  
2nd Thursday, The Lamb, Theale, Berkshire.

### NORFOLK & SUFFOLK

Stephen Canning, Tel: 0359 31018  
Last Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

### NORTH MIDLANDS

David Riley, Tel: 0782 410243  
1st Tuesday, Stafford Arms, Bagnoll.

### NORTHUMBERLAND

Mark Snoddy, Tel: 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 Wed, The Bell, Crosshouses, Shrewsbury.

### SOMERSET

Peter Banks, Tel: 0749 860396  
Last Thursday, The Canal Inn, Wrantage.

### SOUTHERN

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

### SOUTH LONDON & SURREY

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

### SOUTH NORTHANTS

Bob Balderson, Tel: 0604 494947  
2nd Monday, The Spencer Arms, Chapel Brampton.

### SOUTH WALES (WTRA)

Bill Kershaw, Tel: 0633 895241  
2 & 4 Thurs, Cardiff HSOB Rugby Club, Whitchurch.

### SWINDON

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

### SUSSEX

Bevis Billingham, Tel: 0243 585128, Last Thur, 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

Paul Webb, Tel: 0252 519224 (Daytime), 3rd Mon, Dis-  
trict Arms, Woodthorpe Road, Ashford, Middlesex.

### WEST ANGLIA

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

### WEST MIDLANDS

Dennis Hayter, Tel: 0527 23550  
1 & 3 Tuesday, Wilmcote Mens Club, Stratford on Avon.

### WEST YORKSHIRE

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

### WILTSHIRE

Bill Riley, Tel/Fax: 0225 863811  
1st Tuesday, The Toll Gate, Holt, Trowbridge.

### WYVERN

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



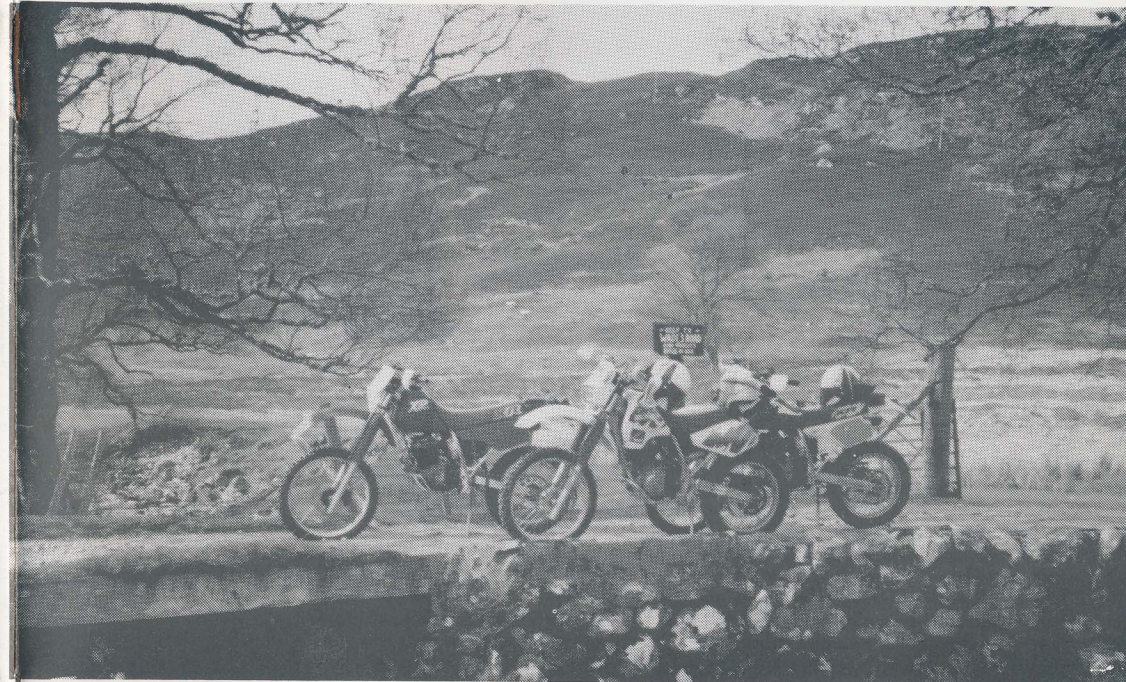
# TRAIL

JUNE 1993

No. 179

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

EDITOR: Mike "Nettlebed" Pedley.



### Wades Military Road.

Sign reads 'Keep to Wades Road, High Velocity Rifles in Use'.

### CONTENTS

Editor	3	Coast to Coast	18
Letters	4	Officers Reports	20
Snippets	11	RoW News	22
KLX250 Test	12	Group News	25
Executive Meeting Report	14	BMF News	26

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

**COPY DEADLINE: 1ST TUESDAY IN EVERY MONTH**

## CLASSIFIED

**TRAILER** - single bike (could adapt to 2-bike). £70. Tel: 0200 445657

**TRAIL RIDING WEEKEND** - four to five people in the heart of Exmoor. Bed, breakfast and evening meal, £20 per night. Escorted rides if requested. Telephone David Dyer 0643 841139

**WANTED DR200** good condition, reasonable price. Telephone Clyve 0602 847144 anytime.

**HONDA XR200** 1982, 1 year M.O.T. £695. Tel: 0388 817436 or 0325 382463

**WANTED** for the Editor - rear shocks for Honda XL 185. Tel: 0200 445657

**DR350M (ENDROW)** 1991 - 1 careful, mature, very, old?!? owner.

Moderate trail use only. Good condition, first to see will buy. Taxed and tested till 1994. £1800. Tel: 0405 860904

**TYRES** 4.60 x 17. One new, two good second hand. £40 for the lot. Tel: Brighton 0273 890366

**WANTED HONDA XR500 EXHAUST**, rocker cover and four rockers (1980). Alternatively a source of cheap new parts for the same. Tel: 0732 824083

**XL185S** excellent condition, new M.O.T., good tyres, new shocks. £350. Tel: 0746 765835 (West Midlands/Shropshire)

## MAGAZINE ADVERTISING

**\*DISPLAY ADS:** Single Insert: FULL PAGE £90, HALF £50, QUARTER £30 to: Steve Griffiths, SCG Publishing Ltd., Church Row Chambers, Longton, Preston, Lancs. PR4 5PN. Tel: 0772 614218 Fax: 0772 617993

*\* See 'Trail Advertising' inside.*

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

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

## TRF OFFICERS

- CHAIRMAN (ACTING)** ..... Richard Marshall, 1 Burlington Close, Breaston, Derby DE7 3UB  
Tel: 0332 873416
- PUBLIC REL. OFFICER** ..... Brian Wright, 99 Boundary Road, Wallington, Surrey SM6 0TE  
Tel: 081 669 4214
- MEMBERSHIP SEC.** ..... Garry Watson, 6 Tennyson Place, Cleckheaton, Bradford, West Yorkshire BD19 3DJ  
Tel: 0274 870162
- SECRETARY** ..... Peter Ballard, 210 Spring Meadow, Clayton-le-Woods, Leyland, Lancs. PR5 2PP  
Tel: 0772 455487
- RIGHT OF WAY OFFICER** Tim Stevens, 101 Square Lane, Ormskirk, Lancs. L40 7RG  
Tel: 0704 894136
- TREASURER** ..... Tim Ley, 17 Heigham Close, Shelton Lock, Derby DE2 9QF  
Tel: 0332 704748
- EDITOR** ..... Mike Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe, Lancs. BB7 4JF  
Tel: 0200 445657

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

## EDITOR

One of the many small perks of this job is receiving the BMF magazine 'Motorcycle Rider'. It's free to full members, but you TRF affiliates miss out. If you like 'Motorcycle Sport' you'll find Motorcycle Rider a good read. This month, editor of twelve years, Jeremy Irwin, retired and wrote his last piece. "I rarely write Editorials" says Jeremy "as the years go by I seem to hold fewer strong opinions on anything".

One of the other editorial perks is being able to express such opinions to a captive readership. Although I try to keep it topical, pertinent and readable, I suppose the bias shows through from time to time and as such I deliberately gave the Coast to Coast a low profile once the 'wheels' were in motion.

I know that there are those within the TRF who strongly oppose the event - can 80 trail riders doing their thing in one of the Country's most popular National Parks on a sunny Sunday in May really be good P.R. for the TRF?

On the face of it, no! Every Rambler out that Sunday must have encountered at least one group! On Saturday evening in Hawes the place was buzzing - seemingly every guest house, pub and cafe had bikes outside and riders inside! Neither local nor visitor could have any doubt that a ride of some magnitude was taking place. Yet sometimes the sheer enormity of a ride can overwhelm the prejudice. No longer three or four riders embarrassingly encountering hostile rambles, this was big, organised and official. We were in the majority. We had a right to be there. In those packed-out pubs and restaurants we chatted to, explained to and educated more people in one night than we normally would in a whole year. They saw us without riding gear. They saw we were mature (OK, old), responsible and approachable. When we left on Sunday morning we received friendly waves from those who turned out to watch us.

To those who took part, thanks for your respect of our Code of Conduct. To those who drove back-up vehicles, trailers, etc., you did a great job. To Fred Garbutt, who handled the hassle and made it all happen, you were brilliant and you too Printer Fred for the paperwork and 'T' shirts (he rode all the way from Scarborough to Hawes in trainers after forgetting his boots!). To those who came up and shook my hand at Hest Bank and wrote in letters of thanks - you made it all worthwhile. To those who entered too late and were turned down, sorry - but Fred even had to turn down some of his own group! Finally, thanks to Ken Canham for a brilliant idea!

Even the Weasel managed to turn out, (albeit on a borrowed bike) and lead a group and he just wants to say thanks to Liz, Pete, Kevin, Chris, Malcolm and Alan for a great day! See you next year.

**NETTLEBED**

## 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,  
Somerset TA23 0AB.  
Tel/Fax: 0984 34434**

## LETTERS

### Accommodation

I am writing to you about an incident that happened here in Somerset which may well be repeated countrywide, especially in areas of outstanding trail routes. eg: The Lakes, Wales, Yorkshire Moors, etc.

An increasing number of Inns, B +B's and hotels are offering accommodation for trail riders both in Trail and other magazines. One particular location within our area has had several groups of TRF members stay with him without them contacting the local TRF secretary. On one occasion when one of our local members arrived to lead a group of riders to find one of the group was not a TRF member. The landlord has subsequently agreed to request all riders staying with him are TRF members and they contact the local TRF secretary to organise a ride leader.

Whilst it is a free country and the hoteliers and landlords are not obliged to do what we ask, I believe everybody advertising accommodation in Trail magazine should voluntarily agree to request everyone staying is a TRF member and that every group intending to ride in another group's area contact the local secretary.

I think this will promote a responsible attitude with the hoteliers and landlords and improve the quality of the riding as no one knows the countryside like a local.

I would be interested to hear comments on this via Trail magazine.

*Peter Morris, Somerset*

### Is There Anyone Out There

Having been a member for almost a year (BMF Rally '92), I didn't get my act together, or so I thought until Christmas when I got my BMW R80GS Heddingham, ATH outfit.

I went along to the local meeting night to be greeted with, "You've got what?, never heard of it!, we're all solos here!"

To their credit I was invited on the next run, which I thought went quite well?

Does anyone else out there ride an off road outfit or am I the only one???

*D. L. Smith, Herts.*

### Secret Organisation?

Dear Trail and fellow mud pluggers, as a fairly new recruit to the ranks of the TRF, I find I must write to inform you all of the almost secrecy of our organisation.

Apart from perhaps a 2" square advert in T & MX I have yet to see any publicity for the T.R.F. available to non-members, most being word-of-mouth, hence my joining.

Since joining, I have told many people of our Sunday exploits and a few have expressed great surprise that such an organisation exists, although most agree its a good idea. With the upsurge in trail bike sales, most of which it must be said never leave tarmac in anger, would it not be a good idea to offer the new owner of his or her DR, XT, KMX, XL, etc. a year's membership? - perhaps a few well placed membership forms in motorcycle shops would help. Even if only a few owners took up the challenge it would help to spread the word.

If nothing is done are we not in danger of becoming too insular for our own good. Believe me, when you know where the good lanes are, you don't want to ride the South Downs way!

Many thanks to ALL at Ashington in the West Sussex group for making me so welcome in the past year or so.

*Toby Lee-Smith, West Sussex*

## BIKETOURS SCOTLAND

3, 4, or 7 day on/off road touring  
holidays in Scotland, including:

\* **Late reg. 125, 350 or 600 trail  
bikes**

\* **Inclusive/exclusive of  
accommodation**

\* **On/off road maps and guides**

\* **Superb on and off road  
motorcycling.**

Full details available from:  
Biketours Scotland, 2 Rothie Vale,  
Rothienorman, Inverurie,  
Aberdeenshire AB51 8XE  
Tel. or Fax: 0651 821443

### Exmoor Qualifier and Golden Horseshoe Rides

The organising committee of both these events have asked me to relay their sincere thanks to all riders who helped me on these events. On the Exmoor Qualifier my good friend Russ Sherwood from Dorset Group had to return home early after a message from his wife saying they had been burgled. Russ we all hope your family have now recovered from the experience.

The ride went off very well with no hiccups at all, though marking out on the Saturday gave us a few headaches on open moorland in the fog, thank goodness for the compass and the two returning huntsmen who appeared from the mist to reassure us we were on the correct line!

Golden Horseshoe proved a very hard course which on its first day saw 26% of entrants withdrawn by the halfway check point. In the second half of the route the hill that beat all bikes going up, also giving us heart stopping moments coming down beat another large number of horse riders, or rather their horses. Rapid re-routing that evening re-routed this section for the following days riders. The weather was very hard on us for both marking out and the first days ride but improved for day two riding.

*Norman S. Howard, Dorchester*

### Sweetie Wrapper Clothing

Having just read Trail 178, I have to put pen to paper regarding a letter from Ken One whoever he may be. If wearing bright clothing and/or full face helmets means one is only fit to ride at enduro race meetings, we have just lost over half the TRF membership who ride enduro

bikes, XR200, XR250, etc. Is it not time for such letters to stop where one person wishes to dictate how we dress, what tyres we use, etc. All that energy could be channelled into a more useful cause like research. I ride an XT600E which I have read slows rides down, personally I have not found that to be the case. I ride in a full face helmet (which I remove when stopping to speak to walkers, horse riders, etc.). I started trail riding with an open faced helmet, but after a colleague went over the bars smashing his jaw and collecting an amazing dental bill I reviewed the helmet situation and now ride in a black full face. I find it very useful to be able to flick the visor up or down as required instead of fiddling around with goggles. While I admit to wearing the normal wax cotton gear in wet weather I do indulge in brighter clothing in sunny weather. All of it out of fashion race clothing bought at amazingly low prices, hence the reason. Cheap and practical.

*Norman S. Howard, Dorchester*

## WESTFIELD FARM

Haworth,  
West Yorkshire

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

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

*Short lets in Winter,  
Weeks only in Summer.*

**0535 644568**

### Sadistic Norman's Trail Riding Hols - Golden Horseshoe Ride

Overloaded by the accumulation of previous years' meal tickets South West Regional Officer Peter Banks handed over the reins of the 1993 Golden Horseshoe Ride to Norman-I-must-go-and-have-a-bath-Howard. The South West Group, temporarily expanded to encompass Essex (hello Brian Read) and Lancashire (Guest Celebrities Tim and Mary Stevens) once more spent three or four days on Exmoor helping the British Horse Society with their premier endurance ride.

Sunday was course marking day, it dawned wet and persisted in getting wetter all day or until our group, ably led by Alan-where-am-I-Banks, had successfully tied up, taken down, shortened, retied, spread out ... 450 pieces of orange tape onto our "bit" of the course. We returned to base camp, a small flat. We filled it with Finnelec but it didn't help. Picture the scene: Nine wet and muddy trail riders in a one bed-roomed flat - and, let's hear it for sexism ... the two women got THE bedroom ... Unable to satisfactorily spread his allocated 2.1 sofa cushions onto his allotted 2 square metres of floor Tim volunteered to sleep in his van and ... ZUT ALORS ... Mary joined him, we now had enough oxygen for the night ahead. Suitably enthused we drew straws for the bath. Bill won, or did we just feel sorry for him as he was sharing a bed with Peter Banks? The Belstaffs dripped dully into the night, the 185 Hondas swapped cush-drive stories and the trail riders slept ... or was it the other way round?

Monday dawned pretty much like Sunday really only more so. Andrew was sent home for snoring, Norman arrived fresh from Shang-ri-la (tantalisingly across the field with own bath, bar and maid), kickstarts ratcheted (at least we were on a hill) and we were away. The course had by now become so sodden that parts of it were only accessible on foot or horse. The wonderful ride along the Coastal Path to Minehead had become a slimey struggle and all we could manage at the foot of Blagdon Climb was manic wheelspin. Curly and Brian also managed two female competitors, but that is another story. Sat smugly at the top of the climb Peter Banks nobly launched his Honda down the climb to aid a stricken horse, only to find on his somewhat triumphant arrival a cluster of people clamouring for a lift up! And still it rained. Back at base (and in a few places besides ...) it was apparent that waxed cotton wasn't up to the job, nor was the PVC alternative (Mary ... "I'll just change out of these wet trousers into some wet trousers ..."). Bill's romper suit may well have been, but who would want to look like that? Two people shared a bath that ended up looking suspiciously like the

night's French Onion Soup and then it was time for bed ... breathing alternately of course.

Tuesday saw us all pulling on damp gear for a bright start, becoming wet later. We were used to it by now. We checked the course at 6am. It was still there, which was more than I was. Peter, Curly and Mary took a break from singing and checked an impossible bit at Stoke Pero. It was still impossible. Five horses passed them as they man-handled three 185 Hondas up a 1 in 2 slope. "My, this is challenging" said one woman brightly as she trotted past three limp trail riders pinned to the hillside.

A lot of horses dropped out but amazingly few trail riders did, it must have been the Honda dominance (an incredible eight 185 variants), the Suzukis? ... well, Bill was two bolts short of a set and Andrew's fired it's plug out into the heather never to be seen again. The Yamaha? ... TOTALLY RELIABLE. Made the Hospitality suite every time.

Will we do it again? Of course ... great riding, ace people and character forming weather. It may not be strictly "TRF" but we were seen by, and spoke to, FAR more people than we ever would normally, that it has to be good. It is also fun!

*Sally Madgwick, Cornwall*

## Sprockets & Chains

Renthal steel front and alloy rear sprockets - J.T and Chiaravalli steel sprockets - DID, RK and Regina chains (standard, heavy duty and O ring) - special rear sprocket manufacturing - 520 conversions.

**B&C**  
*express*

Station Road Potterhanworth  
Lincoln LN4 2DX

Phone 0522 791369 Fax 794262

### The London Gazette

An important question was asked by a member at last years AGM regarding what the London Gazette is. Basically it is a newspaper of state intelligence (sic) that advertises subjects such as insolvency and bankruptcy proceedings, notices proposing abstraction of water, decisions made by various ministers about opencast mining and so on. The majority of the paper comprises nothing of any interest to the TRF.

The important part of the paper as far as Rights of Way workers are concerned is the part advertising notices regarding potential TRO's (Traffic Restriction Orders), s116 extinguishment orders in magistrates courts and Town and Country planning department orders.

I have been receiving the L.G. since the early part of 1992 on behalf of the TRF and distributing relevant notices to those concerned in RoW matters in the TRF. (You should all know who your group/county RoW officer is). The difficulty arises in being able to differentiate between important/relevant and ones that do not affect green lanes as we know them. The most easily recognised notice that I sent to all RoW officers nationwide was the notice about the Ridgeway threat. (I had free use of a photocopier at that time). How that information is used depends on the RoW officer, whether it is motivating those in the group to write an objection or to turn up at the magistrates court.

So as to gauge the usefulness of receiving the L.G. I sent a questionnaire to every RoW officer - some look after more than one county so a total of 49 were sent and the results are from 33 completed and returned. (Because of the questions the answers are not a simple YES/NO so a generalisation follows).

The L.G. is being well received and soon after publication and the majority of times is relevant to RoW matters. Some RoW officers enjoy cooperation with the County Council concerned where the L.G. confirms this more direct information flow. Notices in the L.G. notify a local RoW to look in the local paper and on site as both should be carried out but not in every

instance. Council notices tend to go into more detail than in the L.G. but then it costs money to place them in the L.G., and when they are, more accuracy and a map reference would be helpful. There appear to be some contentious issues that have not been advertised and been left to observant people on runs and rides. Most notices are for vehicular traffic; FP and BR notices usually being sent out by redirecting them from ACU HQ via me to all RoW officers.

In my mind notices about s116, s247 and TRO's are quickly acted upon and very few lanes have been lost, but not always as a consequence of receiving the L.G. But if receiving the Gazette saves one lane then the cost is justified. With this in mind, if you are on good terms with a 4x4 group ask them to help.

The TRF is all about protecting green lanes as well as riding them for our enjoyment - something that some people seem to have forgotten.

*Tim Gooderson, Kent*

G	R	E	E	N	L	A	N	E	S
G	R	E	E	N	B	I	K	E	S
G	R	E	E	N	F	U	E	L	S
K	D	X	2	0	0	E	4		

Full spares back-up  
Mail order specialists  
Best 'K' reg prices

**Town & Country**  
MOTORCYCLES

229 STOCKPORT RD., ASHTON-U-LYNE,  
LANCS. OL7 0NT. TEL: 061 339 3918

## A Trail Rider's Tale

I first developed the urge to trail ride in the mid 70's when the desire to acquire a motorcycle re-established itself after a ten year lull when girls, cars, jobs, wives, houses, babies and so on, but not necessarily in that order, took priority.

Brought up in Kentmere in the Lake District I had bikes from the age of sixteen. Living within a mile or two of the best lanes in the country, the Longsleddale and Garburn Passes, I must have unknowingly trail ridden my NSU Quickly, and the Royal Enfield Flying Flea and BSA C15 which followed it. I have memories of the trials which took place in the area, and of stories of local lads riding the fell tops without anyone thinking it scandalous.

When, at eighteen I was sentenced to a life in the dark satanic mills of the Midlands, I continued riding bikes for a while with a Matchless G3 followed by a BSA B31, but it never occurred to me that there was life after tarmac.

My return to the two wheeled world after a ten year break was a disaster. A combination of poverty and haste lead me to purchase a Vespa for £45. Quite how this squared with my incipient interest in trail riding I shall never know, and it is best to draw a veil over the whole event.

Some clouds do have silver linings. In 1977 I was made redundant, with a new job lined up, and a payment sufficiently handsome to buy a new Yamaha DT175 and still leave enough left over to make my wife feel I was not being extravagant.

This bike was judged just about the best non competition green laner in it's day. Lightweight, monoshock, good engine characteristics, it allowed me to keep up with the much less hectic pace of those days, even though retaining the stock tyres gave me lots of practice in falling off. People used to ride two up on XT500's, break for chats, fags, flasks of tea, and to repair BSA's in those almost forgotten times. I rode with the West Midlands Group, and well remember Harry Ball who did so much riding, and research into rights of way.

A year later delusions of grandeur lead me to purchase a Honda XL500S. I have fond memories of it's comfort and power. It wasn't really heavy by the standards of today's big trail bikes, well under 300lbs stripped off, but didn't handle until later when I bought a

second set of wheels, had the front re-spoked with a 21" rim, and fitted knobblies. The dreaded 23" original equipment hoola hoop front wheel was consigned to road use only. The bike always was a pig to pick up and start when it had fallen over towards the end of the day, and has instilled in me an obsession with choosing as lightweight a trail bike as possible. Still, I got it over Gatesgarth, over the Trod and across most of the challenging routes with just a little help from my friends.

Around 1980 I snapped an Achilles tendon, and it's slow repair gave me the excuse I needed to acquire a second bike. This was a Yamaha TY175, light, and so easy to ride when the going got tough. Okay, it was necessary to ride a little hunch backed and bendy legged but I never got left too far behind. Most memorable picture of this bike is me sitting on it with the water half way up the tank in the middle of the River Usk near Brecon. We got it going again rather more easily than we did the XL185 of the rider who unbelievably followed me into the water.

Now that the two bike principle was established there was not too much resistance when I decided to upgrade the TY to a Honda XR200. This, the early twin shock

version I got in 1985. It was a logical successor to the TY, having very trials-like characteristics but with all the advantages of a four stroke.

Only when one sampled the XR200R did the limitations of spindly forks and twin shocks become apparent. Even then this was really related to ease of progress rather than to ability to progress.

In the end, when one became available in the Club, I succumbed to a monoshock XR200. With this I learned the important lesson of avoiding pattern parts in critical locations. Newly fitted pattern clutch plates disintegrated near Rhayader one day. These were replaced by the real thing, but it was only after another trip to Rhayader a few weeks later, when the engine seized that I, or rather the mechanic who did my repairs, discovered that a bit of cork or whatever had blocked the oil feed to the cam shaft. Thanks to friends who did some fettling of the head and the cam as a favour, and some leaning on the mechanic, the episode was only expensive, not very expensive.

On this happy note I'll leave the story in mid air, go and get a few more miles on my new Kawasaki KLX 250R, and finish off in a later magazine, when you have recovered from the boredom inflicted so far.

*Steve Pighills, Wyvern/Black Country*

## HERTFORDSHIRE

Like most optimistic people I keep sending off the Readers Digest "six numbers selected for you, which could win you £250,000" in the "NO" envelope but without success so far.

This means that in order to maintain my interests and activities I have to plan my finances very carefully. I suspect that I am not alone in this situation, so here are some suggestions I hope you will find helpful.

You have to develop a positive attitude to the problem and sort out your priorities. "Look after the pennies ...", "Make do and mend" and "Many a mickle ..." etc., were adages from my formative years and helped to mould my wallet to fit close to my chest, OK I'm mean, but selectively so!

Apart from brewing your own ale and learning how to put surplus toothpaste back into the tube (REAL meanies don't use toothpaste!) there are many ways to save cash for use in better ways. For instance, if you are unfortunate enough to find yourself in some smoky old pub at the end of a hard day's trail riding you would have enough readies to stand your corner and buy beer for fellow riders.

Boot sales are a constant source of economies, cans of oil, WD40, tools, BOOTS even, nuts and bolts, 400ASA film, the occasional riding jacket and masses of high quality womens' and childrens' clothes (obvious savings here), brewing gear, OS maps and strange things with springs and levers which would be very useful, if you knew what they were for!

You need to train your family, the odd bunch of flowers or box of Milk Tray should keep "Her indoors" happy doing the simple repetitive tasks for which she is undoubtedly well suited. An occasional outing to the local for a quick shandy (mid-week of course) might even lead to some bike washing or a nice sharp crease in your Barbour trousers (or even the back of your head!).

Selecting the right gifts at Christmas or for birthdays should be given careful thought, don't forget that (it is a well known fact) children prefer to play with cardboard boxes rather than radio controlled fire engines!

Ask yourself - a new "O" ring chain (expensive to begin, but cheaper in the long run) or new shoes for the sprog? No contest - see "Shoe Repairing For Beginners" from your local library.

Then look to your own activities - servicing, maintenance, etc. I have a row of hooks in the garage on which hang all the chains used over many years. When the current one gets a bit slack I choose the shortest one on display and on it goes. Hooked sprockets get unhooked, tensioners get stronger springs, riding gear gets sewn up and patched, bottom ends

### SPECIALIST OFF ROAD ACCESSORIES

MAIL ORDER TO ANYWHERE

LOCAL - NATIONAL - INTERNATIONAL - OFF THE BEATEN TRACK DON'T WORRY

Helmets, Clothing, Boots, Oil, Plugs, Sprockets etc and much more

Phone for your FREE 'Dirty Book' Catalogue of Motorcycle Clothing and Accessories

PHONE: 0257 453385

(9am - 9pm inc. Sundays)

Fax: 0257 453313

(9am - 8pm)

SHOP OPENING HOURS

9am - 6pm Mon - Sat

Holeshot House,  
Doctors Lane, Eccleston,  
Chorley, Lancs PR7 5QZ

MSL

MOTOCROSS

held together with Dickies or duct tape. Very old leaky jackets are fine when it isn't raining, a cheapo nylon anorak over the top sheds about 90% of even heavy rain thus saving the cost of a new coat! I have had one for about ten years, it still works and cost £3 in the market

Wheel bearings, if clean, will last for years. Full of grit and gunge and left to fester they will soon give up, so keep them clean. Move them, properly, wash the muck out and re-grease sparingly. Don't spin them with compressed air even if the noise amuses the kids and alarms the neighbours. Forego the pleasure. Check them for play - the bearing, not the neighbours - and if only slight, refit them. Weston seals get loose, remove, clean and remove the little spiral spring, unscrew it, shorten it a few millimetres and replace for another season of fun. Brake shoes with plenty of meat can be shimmed carefully to bring the operating arm to its best position. Use a "C" shim on the cam end of the shoe so that it cannot drop out. It is also worth checking that the lining is not loose! A maverick lining in a drum can do wonders for your Superman image, man CAN fly!

Rounded edges on your tyre knobs can be given a new edge with a carefully used angle grinder (better than a Stanley knife). Even 1mm off each leading edge restores the grip to something approaching the grip of that new tyre you put on last year. I use a 30 grit sanding disc for this job, the smell is pretty awful but the result is worthwhile. Needless to say, don't waste your time on a dodgy carcass and be careful not to nick it!

Finding yourself allergic (perish the thought!) to household paint, wallpaper paste, grass cuttings, lawn type that is, and Rawlplugs, saves a lot of low priority effort and conserves it for you to practise economies beneficial to your motor cycling.

Inevitably there comes a time when you have to spend serious money. Brakes, tyres, chains, bearings and cables are not immortal so you have to grit your teeth and spend. ALWAYS ask for a discount, you won't always get one but you often do, so it's worth asking.

One of the symptoms of getting old is that prices seem to rise faster than fizzy beer but £55.50 for a set of brake pads for a modest road bike is a bit over the top even with £5.50 off. To my mind it is commercial blackmail and difficult to justify. Then the government taxes these essential safety products adding insult to injury. It's a hard world!

Nevertheless, we will have these toys and we must defend our habit. Point out to your dependants the justification for your efforts. As our beloved leaders say "If it isn't hurting, it isn't working" and "It's a price worth paying". Have faith and press on, think of the benefits:-

- a) Regular anti-claustrophobia excursions on reliable machinery.
- b) Relieving the stress inducing symptoms of work and domestic chores.
- c) Soothing draughts of nourishing beverages.
- d) Healthy exercise.
- e) Stimulating, uplifting, intellectual conversation with your peers.
- f) Environmental awareness leading to an increased understanding of local geography, historical and social institutions and population distribution.

Need I say more?!

*Ken One ABOF, Herts.*

## SNIPPETS

### Trails in Trouble

This is the name for a series of articles in the walkers magazine, The Great Outdoors. The first in January featured the Lake District. I quote the NT access officer "It's totally unacceptable" as he surveyed the huge erosion scar - in places 30" wide and 6" deep. It was explained that once the grass roots have gone there is little to hold the earth together. There are no details of costs but some indication is that a gang of men are repairing only 15" per day. Oh, and its a footpath we are talking about.

### Pennine Problems

In case you were wondering this is the title of this months trail in trouble. It refers to the generous level of funding by the Countryside Commission for a repair team, around £220,000 p.a. and could exceed £1.25 million. All this to combat "human erosion" to a footpath. You can imagine why I get hopping mad when we are accused of doing all the damage.

### Great Whernside

Did you know that there is no legal right of way or access to its summit? So what you say. Yes, but every year hundreds of walkers go to the top. They trespass. It is reported that there is "hostility" by landowners. What a surprise.

### Scrambling

Scrambling in the North goes back to about 1920. The word was introduced in 1924 with the Southern Scott. Until then they were called Rough Riders Rambles. The walkers mags use "scramble" to describe rock climbing and "trail" for a footpath. Perhaps we should complete the circle and call ourselves the Rough Riding Ramblers, the RRR? or perhaps not.

### Off Roaders to register with DVLA

MCN 24th March reports plans to enforce registration of off road vehicles. Representatives included AMCA, the police, Yamaha, Suzuki and Kawasaki, Lord Falkland of the all party Parliamentary Motorcycle Group. The ACU were not present. This could have useful significance for us.

*Brian Wright*

# FALCON

**BRITAIN'S No.1 REPAIR SERVICE**

- \* ALL TYPES OF SHOCK REPAIRED
- \* SHOCK MODIFICATIONS, REVALVING, SPECIAL SPRINGS
- \* SPECIAL SHOCKS BUILT TO ORDER
- \* NEW TWIN SHOCKS FOR TRAIL, TRIAL, GRASSTRACK & ROAD
- \* THREE MONTHS GUARANTEE ON ALL REPAIRS

ACCESS CWO. COD. VISA

UNIT 5, RYAN BUS. PARK.  
SANDFORD LANE. WAREHAM.  
DORSET. BH20 4DY. Tel 0929 554545

## KLX250 TEST

With reference to 'Brief impressions of the Kawasaki KLX250' by Brian Wright in the May edition of TRAIL, I thought I'd let you know what I think of the bike and perhaps answers some of the questions raised in Brian's article and other tests I've read. I expect there are a few people out there who might be considering buying one but would like more information before parting with their money, so maybe this will help them decide.

The KLX250 was announced by Kawasaki while I was in the process of looking for a new bike purely for green lane use. I was a bit cautious at first as both TMX and Kawasaki were really pushing the bike, saying it was the best thing since sliced bread.

I wanted a 4 stroke and the only real alternatives were the Honda XR250 or the Suzuki DR350. After some haggling, either of these two bikes could be bought for at least £400 less than the KLX. I had ridden both alternatives on and off road. I liked the suspension of the DR but preferred the smooth, gentle power delivery of the XR which allows you to find grip just about anywhere. I found that the KLX offered the best of both worlds. The suspension is superb. I haven't been able to fault it on anything which means it must be doing the job for which it was designed. As far as the engine goes, the power delivery at low revs is very smooth and gentle so you can find traction in most conditions. There is plenty of power left in reserve at the top end if you need it; as much as, if not more than the Honda or the Suzuki. The engine refuses to bog down when the going gets sticky. It just seems to keep on thudding away whatever the situation and picks up cleanly from practically zero revs. Although both front and rear brakes are excellent, the bike can be ridden purely on the throttle most of the time as there is plenty of engine braking; more, I would say, than the XR or DR.

The gearbox isn't the slickest I've come across. You have to be very positive when changing gear. I have missed upchanges on a number of occasions which can be a problem when you are in a tricky situation going from first to second. I am going to try lowering the gear lever a couple of notches on the splined shaft to see if this improves the situation. The gear ratios seem to be perfect for trail riding. First gear is very low indeed. Slipping the clutch is rarely necessary. There's no tendency for the motor to bog down and stall, it just seems to keep on chugging away whatever situation you find yourself in. I doubt whether anyone would feel the need to lower the standard gearing of 14/50. The front wheel can easily be lifted in the first two (or three?) gears where necessary, and further up the gearbox the front end can still be kept light for big pot holes, bogs, etc. Top gear is high enough to allow a comfortable cruising speed of 60 to 70 m.p.h. on metal roads.

There's no doubting that the bike is very light. I haven't actually weighed it but it feels a lot lighter than the XR and DR when at a standstill or on the move. It feels more like a 125 motorcrosser. The bike is very easy to lift out of the mire by the subframe rails running under the seat to the rear mudguard. The physical size is fine for six footers as Brian says. I am 5'7" and found the bike a little bit tall to start with. I was able to drop the front by about 1" (any further and the forks would touch the handlebars). I lowered the back by about the same amount which made life much easier if you did end up "paddling" in the really tricky stuff. The suspension seems to have settled down now (after approximately 1000 miles) so I'm thinking of returning to the original setup. All the other suspension settings were fine as standard and have been left as it came. I have been really pleased with the way the bike behaves in the rough. It's so light and manageable. The one thing that never ceases to amaze me about the bike is the way it just zaps along rutted lanes. This bike makes life almost too easy!

The tank range is quite acceptable. It's supposed to hold 8.0.1., but I suspect it's closer to 7. The range is exactly the same as the XR. Last time I went out with a group of lads on XRs, we all filled up at the same time and went onto reserve within a minute or two of each other. The reserve lasts for at least 15 miles (I haven't pushed it any further yet) giving a total range of around 100 miles.

A number of people have commented on the starting/carburation. When I first got the bike it used to stall quite often at low revs and so I had to keep the tickover turned up. I put this down to the engine being a bit tight. Things didn't really improve as it loosened up a bit and it seemed as though the low down carburation was a bit weak. Turning the pilot screw in half a turn seems to have cured the problem. The tickover can be set very low now and I haven't had any problems with stalling since. I haven't had any of the overheating problems Brian mentioned. The bike hardly seems to warm up.

As with any machine there are one or two things that could be improved. The non-"O" ring chain definitely wasn't up to the job and needed frequent adjustment. It was replaced with an "O" ring chain. I suggest any owners do this as soon as they get the bike otherwise the OE sprockets will rapidly become hooked. Although the standard tyres are excellent the compound is a little too soft and these will need replacing at approximately 1500 miles. The rear suspension linkages have no grease nipples fitted which means regular stripping down and repacking with grease. The first thing I did when I got the bike was strip the linkages to fit grease nipples. Unfortunately, you can't do this as the bearings are cased on the outside and there is a bush between the bolt and the bearing on the inside. Why don't Kawasaki fit grease nipples as standard? The seat starts to get a bit (very!) painful after a few hours, a bit like a DR350. I thought the engine sounded as if it was starting to develop a bit of piston slap once it had loosened up. I checked the valve clearances (shims under buckets) but they were spot on. I spoke to Dave Plummer at Kawasaki about this (their resident KLX 250 expert?) He thought that the noise was probably due to the fact that the electroplated bore doesn't have a liner to insulate us from the sound of the piston moving around. I hope he's right! (It hasn't got any worse). Although the bike is a competition machine, according to Kawasaki the piston/rings should last as long as any other single cylinder 4-stroke. I've been changing the oil filter every 600 miles and cleaning the air filter after every run to make sure they do! Starting the engine is always extremely easy, but as with most Kawasakis, the engine races when started on choke which makes me cringe.

Overall I am very pleased that I bought the bike. You have to spend a bit more than you would for a DR or an XR but I don't think anyone will be disappointed. Consumable bits and pieces are mostly the same as those fitted to late KXs so availability isn't a problem. The bike doesn't look as if it's as durable as the Honda XR250; that's the price you pay for saving weight I suppose. We'll have to see how long they last. There's no reason why they shouldn't last as long if properly looked after. Every time I go out on the bike it surprises me how well it handles whatever I can throw at it. So far I've been using it in the Peaks and the Dales. We have yet to attempt the Lakes, Gaitesgarth and Walna Scar, but I'm sure it's going to be fun!!! See you on the trail!

*Ian Bunn, Cheshire.*

## EXECUTIVE MEETING REPORT

Minutes of TRF Executive Meeting held at;  
AMCA Offices, Walsall on 6th February 1993

### Apologies for absence:

Richard Marshall - Chairman  
Keith Westley - Lancs.  
Don Lewis - LARA Rep  
Peter Banks - Somerset

E. Harrison - Southern Group Rep  
Mark Snoddy - Northumberland  
Alan Kind - LARA MRDO

As the chairman was indisposed, Tim Stevens asked for a volunteer, and was elected chairman for this meeting. He explained that he would need to step down from the chair to deal with the matters he was to report on.

Peter Ballard apologised for not sending the minutes of the previous meeting out prior to this meeting, but he had now caught up with the backlog existing when he took over as Secretary. He was asked if we were working to Peter Banks' proposed system and said he had no record of its formal adoption. He was asked to contact Peter Banks to find out what happened.

*Action - Peter Ballard*

### Matters arising:

b) **BHS Events Insurance:** Derrick Collins read out a letter which Dave Giles had from the BHS which explained what cover was in force at these events. It became clear that owners were liable under their own vehicle insurance for the use of their motorcycles, but there was some Personal Accident Cover, although this was not extensive. These events do carry Public Liability Insurance, but again there appears to be no cover for motor vehicles belonging to helpers.

Tim Stevens suggested we form a working party to sort this out properly with the BHS along with other grey areas. Perhaps we need a code of conduct for these events so we all know where we stand. It was generally felt that there was a need for a coordinating team for these events. Perhaps Rod Butterworth and Colin Patient; who already do co-ordinate to some extent, could extend their cooperation to all groups doing horse event marshalling. The BHS need to be informed of our system in order for them to contact the appropriate people in the TRF, and avoid two groups touting for the same event.

*Action - Tim Stevens*

c) **'Caring' leaflet:** Dave Giles sent a letter to the meeting expressing concern over the wording of the leaflet; some of his concern was with reference to the Code of Conduct. He said that as this is part of our Constitution we could not alter it outside an AGM. After some discussion in which members felt that these comments had come rather late in the day, a proposal was tabled that the leaflet be circulated as it is now. **Carried unanimously.**

d) **New Groups:** Charlie Morriss was not able to report, as he had not received notice of the Agenda, having recently moved house. On this point Garry Watson emphasised to all present how important it was to advise all changes of address and personnel. He was still awaiting some group details to update his system.

*Action - Group Reps*

e) **'Byways, before and after':** Bill Kershaw explained how useful it might be to have information about the real effects when Byways are created (ie not very much), but that collecting the information fairly was difficult. Members were asked to consider the Byways in their areas and report useful details to Bill.

*Action - Group Reps*

f) **LARA subscription:** Tim Ley said it has been paid, and he now has set up guidelines for paying all bills.

g) **Wilts group & MAG:** Peter Fallon from the Wilts group explained that they have joined MAG and will feed back any information. Martin Harding informed the meeting that MAG had donated £200 to our fighting fund. Bill Kershaw said that MAG had approached LARA as a possible new member.

*Action - Peter Fallon*

h) **Handbook:** Garry Watson explained that there was not as much information coming in as he had hoped for. Richard Tallon expressed concern at the survey form which had been sent out, saying he thought some questions would take some time to answer and this may be the reason for any delay. Discussion took place regarding whether advertising or sponsorship would be the best way of helping to finance the handbook. No conclusion was reached.

### Officers Reports & Questions:

Peter Ballard asked the chairman if we need to put the full minutes in the Trail magazine or simply a precis. The meeting confirmed that a precis should be published, and it was suggested that the rules need to be changed to say so.

*Action - Peter Ballard*

**RoW:** Further to his report in the last Trail more news had come in. Bevis Billingham reports a success in Sussex. Mark Snoddy has put in the first ever Byway claims in Durham and has caused consternation at the council because they don't know what it is all about. Tim Stevens had visited the Suffolk/Norfolk group recently, they are thinking of setting up a separate Suffolk group. Bill Kershaw asked about any reaction from the Countryside Commission Survey, there has been nothing yet. John Mills from North Wales has written to the Countryside Council for Wales but not had a reply yet.

**Public Relations:** Brian Wright explained that, having written to John Smith of the Labour Party he had had a reply saying that John Smith does not reply to questionnaires from the public! He had nevertheless had replies from other MPs. Brian was pleased with the response of help from other members. Discussion took place regarding our exhibition material and the need for sets of standardised show materials which could be kept in the Regions, to be used by any members going to either short talks, or large shows. Tim Stevens asked for volunteers to look into what display material is suitable and at what cost, and to report back to the next meeting.

*Action - Richard Tallon & Tony Stuart*

### New Opportunity?

Tim Stevens explained that this is a delicate situation and not for public discussion. He had had a meeting with the RACMSA regarding the use of public rights of way in competition events, such as the Lombard RAC Rally, where special stages were the problem. The RAC are now seeking to get a change in the law, which would allow them to suspend public rights for the duration of an event. Tim asked the meeting to give some thought to what problems this might cause us. To succeed in pushing this through the RAC and ACU would need our support, and members were also asked to consider what the RAC might be able to do for us in return for our cooperation. Perhaps the RAC could be more helpful at some of our Public Inquiries. There was a long discussion on what may or may not be on offer, but that we need to know more from the RACMSA. Members were pleased to note that the RACMSA were now turning their attention to RoW, a welcome change. Tim Stevens was asked to invite Ian Davis of RACMSA to the next meeting to explain their needs in more detail.

*Action - Tim Stevens*



## Tasks Identified:

Discussion took place regarding trail riding problems in Dyfed, Powys and Suffolk. It was felt that local people may be riding without recording what lanes they are using, and that there is a need to collect evidence for future Byway claims and to defend extinguishments. Bill Kershaw gave the background to the proposed TRO on the Gap Road in Powys. He explained that he is working behind the scenes to try to convince the Authority not to proceed. He felt it would be helpful if members write to Powys Council expressing our concerns. Martin Harding suggested we need to have some form of contingency plans for this type of situation, so that we can be ready to respond quickly.

Kew PRO research: Tim Stevens suggested we need to organise someone able to go to the record office in Kew, where they keep most of the Finance Act Maps, to research for our lanes. This could perhaps be funded by the Bursary. Alan Vincent offered to have a look, but explained that he did not have a lot of time or experience.

**London Gazette:** Tim Gooderson asked Bill Kershaw if he could provide his list of contacts who should receive London Gazette information. He went on to explain that the ACU had asked him to circulate nationwide the information that they (ACU) are receiving from County Councils. This task had previously been done by Richard Marshall. Some concern was raised as this seemed to be another job the TRF was doing for the ACU. More details on the exact arrangements were needed.

## BMF

Tim Stevens gave details of the correspondence he had had with the BMF about the way the General Council was run and said that the problem was not just that the meeting had not followed the rules, but that the BMF failed to respond properly. The BMF General Council (AGM) is the only chance the TRF gets to make its views known so it must work properly. Tim had asked the BMF to put his letter and the reply on the Agenda of the General Council this year (in September). The meeting endorsed this proposal - **carried nem con.**

Tim went on to explain the BMF review of the Access Officer post, which had taken place without reference to the TRF (and in neglect of Natural Justice), and explained his 3 proposals to go from the TRF to the BMF. Brian Wright proposed the motions should stay on the table until the next meeting, and in the meantime the Secretary should ask for the BMF chairman (Don Lewis) to come to the next meeting to answer questions on the BMF position. Amendments were put:

- a) That the Secretary write to the BMF asking for an explanation - **carried**
- b) That the secretary be empowered to send the motions off to the BMF as proposed in the event that the deadline would otherwise be passed - **carried**

**The amended motion was passed nem con.**

## BMF representation

The following were elected as BMF General Council Members for 1993: Peter Ballard, Richard Marshall, Charlie Morriss, Tim Stevens, Brian Wright.

**Proposed Tim Stevens, Seconded Garry Watson.**

## LARA representative

Tim Stevens explained that at present he is in the process of negotiation on a legal front with members of LARA, but he is not the TRF rep on the LARA committee, only invited by the BMF rep (who had just had his duties taken away). This made his position precarious just when it ought to be strong. Don Lewis has expressed his wish to continue to go to LARA meetings as TRF rep, because not being a group rep, he would have no part to play at Exec. meetings.

Richard Tallon said that members should consider who was best for the job and who was likely to provide the best service to the club, and not on personalities.

To remove any fears of influence Tim suggested a secret vote, but it was decided that he

should simply withdraw briefly.

Brian Wright took the chair and **Tim Stevens was elected nem con.**

## TRF subs for workers 'Actively seeking work'

Derrick Collins read out the letter from Richard Marshall in which he asked the meeting to consider whether TRF subs should be paid for unemployed TRF active workers. After some discussion the meeting decided that this should be done by individuals applying to the Treasurer, on their own behalf or for a colleague.

## Any other business

A new group for South Northants has been formed; representatives from this group came to the meeting asking to be formally recognised. **Accepted.**

Martin Harding discussed the problem he is having with Avon County Council in that they don't seem to take any notice of RoW issues. He thanked all those who had recently sent objection notices which had caused Avon a lot of work.

Garry Watson said he had been approached by an organiser of a small motorvehicle show and asked if we could provide a stand. He wants help with publicity material, etc. He also expressed concern about the many different styles of lettering in our publicity materials and hoped we could attain a corporate style.

Richard Tallon held up a South Western Sports Council publication about facilities needed for various sports, in which Trail Riding has a helpful half page article. He suggested that members should always wear TRF sweatshirts, etc., when attending shows (available from him).

## Reports. LARA Rep.

In the absence of Don Lewis, Bill Kershaw reminded members that LARA has been asked to provide ideas for education, eg: how to get through to the people who do our image most damage. There was a suggestion that a video might be made to provide good publicity. Bill informed members of the meeting in Cardiff on 10th February which will include input from both Alan Kind and David Kersey.

**Treasurer's report:** Tim Ley informed the members what funds are in the TRF accounts. He said he would be asking for an increase in subscriptions next year. He also explained that the Bursary fund has now taken off with 50% already accounted for. The fighting fund was still growing.

The meeting closed at 4.50pm. The next meeting would be on 8th May 1993, same venue.

## COAST TO COAST FEEDBACK

I enjoyed the '93 Coast to Coast enormously - some good weather, some great country, some fantastic trails, and a bunch of guys you'd happily ride to hell and back with. It was well organized, and clearly a whole lot of people put a whole lot of work into planning and running it (and no doubt clearing up behind it!)

Whoever they all are, thanks a tonne, a big personal thanks to Dave Barrett Snr. and Neil Townend, leader and minder of Group 3, and put my name down for next time please!

*Jack Hallows, West Midlands*

I wish to say "Grazie" for the very good Coast to Coast run that was organised for all the bikes. It was very good even for an Italian!

I liked the second day very much. My rider shudder when he hear "We go up Dandra Garth" - he very unfit, and he struggle very much before up there with small Japanese bike. But that very nice man you call Weasel, he persuade my rider persevere. I made it to the top, but only when ridden by the Weasel, and Fred Ellison he push mucho gusto - I think he not like me now! Maybe I the only Italian up there, maybe?

Anyhow, Grazie to all those who organise, and riders who guide us over a fantastico weekend!

*Kanguro (Ken Philp's Morini), Leicestershire*

This is a letter of appreciation to all those involved in organizing and running the recent Coast to Coast run, it was great! Put me down for next year, smashing blokes, great scenery and great beer! Apart from Fred E. forgetting his boots, me falling off in the first half hour and Bob McConnell mending a puncture in the time it took me to roll a fag and half smoke it and seeing him coming into Hest Bank sideways over the level crossing with another puncture. Oh yes, and that wind against us coming over the pass from Ingleton to Hawes. Apart from those unforgettable incidents and a hundred more, thanks again.

*Clyve Mellors, Tony Robinson, Derek Collins, East Midlands*

Just a few lines through the magazine to thank all those who made the run such a success - great organisation, knowledgeable leaders, good company and brilliant weather. We rode many miles on both days and had no problems on any of the roads we used. All this and a T-shirt and stickers as well.

Many thanks Fred G. and well done - put me down for next year.

*Charles King, Bradford*

Having just returned from the '93 Coast to Coast Run with my T-shirt, stickers and an inane grin from ear to ear, I would like to thank everyone concerned with the organisation of this run for a great weekend. I have seen some of the best countryside in Britain while riding in the company of some very amenable and tolerant fellow TRF members, who had to put up with a virtual new boy to this game with an ageing bike and a slow pace.

It has truly inspired me to get out "on the trail" if all the runs are to be like this one. I was made to feel at home right from the start and encouraged to continue even when my bike developed terminal clutch slip on a climb at the start of the second day which reduced my pace even further but still enabled me to complete the run.

The knowledge of the run leaders was good, enabling us to locate all the entry points. This was a high profile weekend and I am sure that many people, both riders and public were impressed by the organisation and backup teams that were on hand. I was impressed by the fact that almost 600 riders applied to take part on this run, almost 50% of the membership, how many clubs would like to claim that amount of enthusiasm for a national run.

So to Fred G., Nettlebed and all the others who made the weekend possible by giving freely of their time and effort, thanks. When can we have a few more like this?

*Reg Moule, XL250 (Mad Max 4), Worcestershire*

# CHAINMAIL

CHAINS & SPROCKETS FOR THE OFF-ROAD ENTHUSIAST

SUPER  
VALUE  
KITS

QUALITY & SERVICE  
COSTS LESS WITH  
CHAINMAIL

Sprockets & Kits for ALL  
MX/TRIALS/TRAIL BIKES

TRAIL BIKE KITS

ALL MODELS	HD kit	'O' KR
50/80 (420) . . . .	£25.80	
100 to 350 (428)	£31.50	£68.00
200 to 650 (520)	£42.95	£87.50

BIG CHAIN (520) conversions for  
MTX, XL, KMX, DR, DT, XT as 520 kit  
• DID Standard chain take  
£4.00 off HD Kit

DUNLOPAD DISC PADS  
EBC DIRT BIKE SHOES

• PRICE INCLUDES VAT, P&P  
• PAY BY  
CHEQUE/VISA/ACCESS  
C.O.D. SERVICE £3.00 extra  
• GOOD CHOICE OF RATIOS  
• SAME DAY DESPATCH

TALON  
'GOLD' TRIALS KITS

Orchard House, Applelands,  
Wrecclesham,  
Farnham,  
Surrey GU10 4TL

TEL. 0252 793813

Phone 9 am to 9 pm  
for personal attention.

## OFFICERS REPORTS

### Chairman's Report

The external threats to our right to use unsurfaced carriageways continues, with the unspecified changes in the law proposed by the Department of the Environment. This is apparently to satisfy the pressure from a limited number of MPs, that 4WD vehicles and to a lesser extent motorcycles are a problem that needs curbing.

As we know the number of actual problems of damage caused by recreational vehicles, as opposed to agricultural vehicles, is very limited. However these pin pricks have been exploited by other vested interests to try and demonstrate that there are widespread problems that need changes in the law to curb.

The answer I perceive lies in well researched facts to support our beliefs and our ability to communicate with local authorities, recreational organisations, etc. in order to promote a better understanding of our needs, and to resolve our problems at a local level. This long term will take the pressure off.

The research and documentation of facts requires further consideration, however I believe that our ability to communicate with others can be improved relatively easily by improving the skills of our members. Training in basic rights of way research, letter writing, taking minutes at meetings, chairmanship and effective speaking will I believe go a long way to achieving this objective, and make membership more rewarding. Training weekends on a regional basis could be an efficient way of implementing this idea.

I know a number of officers share this view, but would members be prepared to spare a weekend for training? Would you participate? Please let me know your views.

*Richard Marshall*

### Public Relations Officers Report

For some time I have been uneasy about the hostility created by the Review and to some extent byway claims.

Gwyn Thomas, Alan Kind and others have all suggested that making byway claims was good policy. It was hoped that by the year 2000, even if the law were to be changed the definitive map would be sufficiently updated.

Although I hesitate to clash with such esteemed members, I wondered if it were possible to claim enough byways by then. I cannot believe that our Common Law Rights will be lost. I also wondered about the hostility caused by byway claims adding to that caused by the Review. I have made suggestions which encouraged discussions regarding how high or low a profile we adopt. Hitherto I have not voiced my fears about byways claims except to warn about the possibility of jeopardizing our rights by making a claim only to see us immediately banned by TRO

My experience of recent weeks causes me to question our current policy. The opposition to byways is hotting up. Recent letters and articles have appeared in The Times and The Telegraph as well as local papers throughout the country. The forthcoming announcement regarding the Ridgeway will generate another spate of articles.

At the last Executive Committee Meeting Bill Kershaw suggested that discussions regarding vehicles in the countryside may get as far as the House of Commons. I would like this meeting to consider our position. What have we been able to report to

Bill Kershaw? Is it likely to be satisfactory?

How can we reduce the hostility to our use of green lanes? To answer the question we must ask the reasons for our dislike. I might answer in two words, noise and damage. We are perceived as making the noise, and jeeps as doing the damage. When we stick together we are often banned along with the cars.

Compare ourselves with mountain bikes. In a very short time, most people have accepted the mountain bikes despite their high profile, their trespasses and their large numbers.

It may be the latter which has won them their rights. It was difficult to ban them. They now share many tracks with walkers. However, they are quiet and slow, not therefore, a perceived threat.

In Hampshire, Pete Wildsmith and Dave Tilbury have had a degree of success in winning the right for us to use lanes banned to cars. (A selective TRO)

Hence, I propose a motion that the club adopt the following policy:-

- a) Keep a low profile
- b) Distance ourselves from the All Wheel Drive Clubs
- c) Reduce our suggested maximum speed
- d) Discourage large group runs in sensitive areas
- e) Encourage stricter noise limits
- f) Reduce our byway claims until further notice
- g) Encourage Counties to impose selective access to byways (not necessarily TRO's)

In addition, the club consider:

- h) Petition to drop the words "open to all traffic" from byway description
- i) Encourage authorities to restrict vehicular access by width (by the erection of bollards) and weight
- j) As an alternative to (g) drop the use of byway status and revert to Unclassified County Road (UCR) status
- k) Ask Bill Kershaw to present some or all of the above to the relevant committee for their consideration

The item j) has a number of other advantages. There is no duty to signpost, nor is it "mainly for walkers and horseriders". The procedure is inexpensive and needs no consultation. Thus the professional objectors will not be able to capitalise on so many opportunities.

*Brian Wright*

### Actually on the trail!

All that maintenance I spoke about last month worked wonderfully, and I have actually been out riding. First was on Exmoor, looking after a horse event called the Golden Horseshoe, a sort of enduro for horses and their riders, famous among trail riders as the event when Dave Giles (then TRF chairman) was seen speaking to trees ...

It can't be easy, bobbing up and down like this for 50 miles across rough country, and then doing the same thing the next day. Many a day have I been out trail riding, not covered fifty miles, and still got back after dark! One of the things that slow down a trail ride is the weather. Rain creates problems in seeing where you are going, it reduces grip, and deepens bogs and fords, and gets into all sorts of places it shouldn't, especially into kill-switches, chain rollers, and clothing, all of which slow you down sooner or later. On Exmoor it rained that steady sort of penetrating drizzle just one stage wetter than scotch mist, and it did it for almost the whole time we were there. The persistence of the rain was matched by the persistence of the riders, both theirs and ours, and credit is due to all of them.

Yesterday I went riding again, this time to show a Dutch couple around some of the secret corners of the Yorkshire Dales. Would you like to guess what the weather was? Yes, that is right, it persisted down, all day. He rode a Fantic 80 enduro, she was on a Honda NX250, and they soon came to the conclusion that neither was ideal for the job in hand. Even such easy routes as Arncliffe Cote were seriously slippery in the continuous downpour. After the ride (46 miles altogether, see what I mean) we spoke of the possibility of organised groups of Dutchmen and other nationalities coming over for guided tours of green roads.

This idea has been lurking in the dimmer recesses of my mind for some time. I can see that there might be advantages, and disadvantages, but I wonder if any of you have opinions on what these might be, and whether the notion of organised trips for foreigners is a good one for trail riding, or for the TRF. Do write in to the Editor with your thoughts.

### Now to business

Not much new news this month. Lancashire wanted to extinguish vehicular rights on a lane we use, using what we all know as s116. In longhand this means the Highways Act 1980 section 116, allowing the highway authority to apply to the local magistrates court to 'stop-up' a highway on the grounds that it is unnecessary. They wrote to our local secretary to say so but, well, sometimes we are too busy to react promptly to the work that piles up on our desks while we are out at work. Notice then appeared in the London Gazette, and Tim Gooderson picked it up and sent it up to us, allowing me to mention it a clubnight, get a list of regular users, and send this off to county hall. Latest news is that they have put the closure on the back burner. No news on the job front, or on the Ridgeway Inquiry, or the Countryside Commission RoW survey, but whether no news is good news I cannot say.

### Now to even more business, I hope

Here is an opportunity for all those of you who would like to help, but who are not sure where to start. The booklet:

**Road Research - An Introduction to Rights of Way Evidence** by some chap called Tim Stevens has just been published at £5 post free. This A5 booklet, designed to fit alongside Trail on your bookshelf, is the second edition of the booklet first produced for the TRF Derby Conference on rights of way in 1991. Apart from the format, not much has been changed since then, so if you were at the conference there is little point in sending for a copy, except to please my bank manager. The Byways & Bridleways Trust said of the booklet recently - *Highly practical ... down to earth advice ... required reading ...* All of you who were not at Derby should send off at once, and follow the guidance set out in its pages. You will be doing all of us a favour. Group reps are invited to send for bulk orders (10 copies or more) at the wholesale price of £3.50, so that local funds can also benefit from this initiative.

Tim Stevens

## FEDERATION OF EUROPEAN MOTORCYCLISTS

### Harley Davidson Clubs of Denmark and Sweden join Federation of European Motorcyclists

The Harley Club of Denmark joined FEM at the Denmark meeting in February, whilst the Harley Club of Sweden joined in April. FEM says it represents the growing concern among all bikers that their lifestyle and freedom are under serious threat from the Brussels bureaucrats.

National riders' rights organisations heads will take a decision in Luxembourg on 12 June '93 to orientate the existing club scheme to larger clubs, whilst still catering for smaller ones. The benefits of club membership of FEM include a certificate, regular news, and observer status at meetings (currently 3 per year). Full details are available from: FEM HQ, Rue General Henry 95, 1040 Brussels, Belgium.

# PEMS OF ROCHDALE

135 Drake Street, Rochdale, Lancashire.  
Telephone: 0706 45781

**HONDA XR 250 PARTS IN STOCK  
DISCOUNT OF 10% FOR TRF MEMBERS  
CHAINS, SPROCKETS, DISC PADS, BRAKE SHOES,  
OIL FILTERS ETC.**

**RING FOR PRICE AND AVAILABILITY**

**MOT TESTING BY FELLOW TRF MEMBER.  
COMPETITION BIKE?  
NO PROBLEM!**

**WE SPECIALISE IN MAIL ORDER PARTS**

**Discount of 10% for TRF members  
PHONE/FAX: 0706 45781**

## GROUP NEWS

### EAST MIDLANDS GROUP - Change of meeting place

The Landlord of the pub we have used for our monthly meetings for the last 10 years has decided to sell up and move on. We have therefore had to move pubs. But don't fret, the new pub is only a few miles away and as a bonus sells excellent real ale and does a good line in guest beers, according to our resident CAMRA expert Brian.

The pub is the Red Lion, Ashby Road, Kegworth, Leics. Map 129 grid ref. 486267. I'm sure all the regular members will be able to find it from the grid reference but for new members the directions are: from M1 J24 take the A6 to Loughborough, take the 2nd turning on the right about 1 mile from the M1, (the Flying Horse pub is on the far corner). You are now on Ashby Road, the Red Lion is on the right hand side about 100m. from the Flying Horse. Kegworth is only a smallish village so you should have no problems finding it. Just remember to turn off by the Flying Horse which is on the main road, the A6.

### KENT

There is still plenty going on down here in Kent both on the rights of way front and within the group.

Kent County Council are gradually reviewing the RUPPs in the County and I have asked for a list of these since we have decided that it would be a good idea if we started making a few claims ourselves; or else we may find some are regraded as bridleways or footpaths. I have also been to KCC to represent "wheeled interests" on byways and to discuss KCC's committee report on the future of byways in the County.

I have also managed to gain membership of the Gravesham Rights of Way Committee thanks to some help from the AWDC who told me of it's existence.

I've also recently been along to the local AWDC meeting to talk to their RoW officer. My impression is that the average AWDC member is not very interested in green lanes and is probably more bothered about "4 wheel drive safaris" on enclosed land. However there is a hard core of enthusiasts in the AWDC who are dedicated, and have a responsible attitude. I was impressed with some of the work they have done in clearing parts of local byways (to 4WD width) and in recording byway use.

At our Group AGM in January we restructured the running of the Kent Group by separating the executive functions and by writing a Group Constitution which interfaces with the National TRF Constitution. The Group Chairman is now the person responsible for running the Group itself including runs, events and club evenings. The Group Representative (me) is responsible for affairs external to the group such as the National Executive, other liaison committees, and meetings. The RoW officer keeps up on RoW matters and keeps the main definitive map. We also have a secretary and treasurer to make the Group executive of 5 members.

Finally on our recent Dorking run I had to use my GPZ600 to lead part of the run since there were no other leaders available and my own KDX was being overhauled. My original intention was to start the riders off on each Byway and meet them at the other end via tarmaced roads. Since it was dry I decided to take the GPZ down some of the lanes. This is always an entertaining and sometimes scary experience. Power is no problem but grip is, as is steering. I bottled out on one lane I knew was an off camber steep chalk slope. When wet its lethal on a good dirt bike, on a fully faired road bike its suicide. I met the lads at the other end eventually. The splintered headlamp cowls and scratched sidepanels told their own story. I had made the right decision to avoid that particular lane. *Steve Neville, Kent*

**BMF at LARA Symposium**

In the arena was Geoff Hughes, Countryside and Water Liaison Officer for the Northern Region of The Sports Council. On the face of it Geoff is one of US, but he none the less challenged motor based activity to do better. He maintained that little has been done to counteract the orthodoxy prevailing in many quarters that motorsport interests are unprincipled, uncontrolled and immune to outside pressures. What he said applies also to US ... recreational and working riders. The spirit of the conference was to try to show that we maybe now realise that we aren't so immune as we once thought we should be.

Graham Taylor followed. Very much one of THEM is Graham ... you would think, because he is the Park Officer for the Northumberland National Park. A professional conservationist. And so he is, but round the dinner table when professional guard falls Graham reveals a penchant for quick motorcycles. He is even known to ride his 'parish' now and again on a trail bike. So maybe we do have some understanding friends in high places.

Graham's opinions are certainly based on day-to-day hands-on experience, and cited the "growing public expectation of quiet enjoyment of unspoilt countryside" and "an apprehension among a wide spread on countryside interests at the possible extent of growth of motorised activity in the countryside" as major issues for us to take on board.

A questioner from the over 100 strong audience asked Graham Taylor if he thought that motorcycles would be totally acceptable to that wider spread of countryside interests if they were pollution-free, with no noise and no noxious fumes (the motorcycles that is not the interests!). He warned us that we wouldn't like his answer, for he said "no". I guess that we never will win with some people. Prejudice isn't easily influenced by fact.

The spot running up to lunch was filled by Roger Prescott, a nationally known planning consultant with a lot of messages and advice for competition providers and organisers. The thread that ran through almost everything that he said was that if we want the planning and legislative procedures of this country to work for us then we have to know every detail of them, be in there making them work to our advantage, and where necessary know how to change them. It is a policy which the BMF took on board many years ago - but finds that the systems that are supposed to democratically work for us, regularly and increasingly, conspire against us. Planners at all levels regularly fail to consider any sort of motorised activity when preparing local, district or county plans. The forgetfulness isn't necessarily deliberate, and early contact by clubs and interested organisations can pay dividends. Anyone doubting this should take a look at the "Transport Plan for Avon" to see what effect early positive action and suggestions can have.

Geoff Wilson's - billed as a BMF director - slot came immediately after lunch. Geoff's view is that old roads deserve the care and attention that is lavished on old motorcycles. Old roads are a fundamental part of our transport and social heritage he claimed. They should not be allowed to degrade into bridleways or footpaths.

Tail-end speaker was Alan Baker, well known motorcyclist and designer of exhaust systems (Motad). Alan was controversial as ever in challenging motorsport and recreation to set its own agenda for noise regulation before legislators increasingly do it for us. Yet he chastised the Department of the Environment for letting dust gather on the user groups/industry joint "Code of Practice on Noise in Motorsport", which is waiting for over one year for consideration by the Department.

Alan made it clear that noise is possibly the most damaging aspect of recreational and sporting motor activity today. He reminded delegates that what is measured by a noise meter doesn't necessarily indicate what annoys people. There are instances of circuits sited adjacent to motorway flyovers being closed because of inappropriate noise.

The Country Landowners Association delegate commented on the unprofessional public face of motorised recreation. He praised the work of LARA and strides made by all organisations through the association's offices, but he said that we must do better if major organisations are to cooperate with us.

The Countryside Commission rather resented implications made during the day that the commission did nothing to cater for the needs of motorised recreationalists, focusing almost entirely on walkers and horseriders.

A brave spokesman from English Nature said that motorsport was not a threat to wildlife or flora in the way that it was sometimes depicted.

All delegates left with a weighty bound set of speaker papers and other unique reference material - the book is A4 size, comb bound, and is available from the LARA office at PO Box 19, Newcastle upon Tyne NE3 5HW for £12.00, which includes a copy of the new version of the widely acclaimed LARA Access Guide and Questions of Countryside Motorsport leaflet.

*Geoff Wilson*

**Government Supports BMF Against Euro Power limit**

The BMF has received direct British government support for its stand against controversial Euro-plans for a 100bhp power limit on motorcycles.

Kenneth Carlisle, Minister for Roads and Traffic, confirmed that the UK is opposed to the limit and is actively seeking the support of other EC member states to block the plan when it goes before Europe's Council of Ministers in June.

But during a meeting with BMF officials at the Department of Transport, the Minister remained non-committal on other anti-motorcycle euro-legislation such as noise, emissions and anti-tampering directives.

Though broadly sympathetic to BMF views, he told chairman Don Lewis and government relations executive Trevor Magner, that he would not become involved until such plans had been finally drafted.