

GROUPS

BRISTOL

Ian Hingley, Tel: 0272 567509
2nd 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
1st Tuesday, The Beamish Mary, No Place, Co. Durham

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

JULY 1993

No. 180

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

EDITOR: Mike "Nettlebed" Pedley.



Probably the last users of UCR 51191 at Risley Glos before it was stopped up

CONTENTS

Editor	3	Notice	19
RoW News	4	More Classifieds	19
When stopped by a farmer	6	Executive Meeting Summary	20
Letters	7	Officer's Reports	21

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

CLASSIFIED

KMX 200 - 18" Rear Wheel and Tyre £25. Tel: 0602 848034

BMW R100 - "Y" reg, 64000 miles, silver sports fairing, twin plug heads, £1200 Tel: 0252 873383 (Hants)

YAMAHA DT 100 - Ring Phil Studley for details 0305 266910

KAWASAKI AE 50 - Ring Ross Jolliff for details 0305 871371

WANTED Honda XL600R ignition and steering locks and front sprocket cover, Honda XL185S front wheel (cheap!) and front sprocket cover - 15 Ashford Rise, Belper, Derbyshire

XL/YZ SPECIAL, XL185 engine, 6 speed box and front disc brake £420. Also single bike trailer £45. Tel: 0653 697336 (Marton, N. Yorks.)

HONDA XR 250RE 1984, twin carb model, 12V lights, one trail riding owner last 6 years £750. Tel: (Amesbury) 0980 624761

WANTED - Honda XL185 rear shocks, Tel: 0200 445657

DR400 "X" reg, T & T, rebuilt chassis, spare engine, front wheel and some engine parts £500, Tel: 021 7899994

TRELLEBORG Sandmaster motocross tyre 5.00 x 17". Brand new £30. Tel: Leeds 0532 522299

WANTED - XR 250, excellent condition, DISCS F/R not been endured. Tel: 061 427 2776

See Page 19 For More Classifieds

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** See 'Trail Advertising' inside*

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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

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Tel: 0332 704748

EDITOR Mike Pedley, Nettled, 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

Even though I am no longer a slave to the Japanese "Crotch Rocket", Motorcycle News is still compulsory reading for me every Wednesday.

At the moment 'Letters to the Editor' has degenerated into "was Hailwood better than Dunlop" and the like, so it was a pleasant change to see a sensible contribution from our own Brian Wright explaining fun and cheapness of Trail Riding in today's world of highly desirable but OTT bikes.

Safety has always been the motorcyclists PR problem (together with image!) and recently MCN has been publishing Government figures showing how motorcycle accidents have reduced more than any other class of Road User.

In 1990 the Government set itself a target to reduce road deaths by a third by the Year 2000 and the reason that they are already on target to achieve that goal is due entirely to the motorcycle accident figures being well down.

If we read the statistics a little more closely, however, we see that 'our' reduction has been achieved not by careful riding or safer bikes but by a large drop in the numbers taking up motorcycling.

If we equate the reduction in numbers to the reduction in accidents we find no reduction at all. If we add this to the overall Government accident figures we find that they are no longer on target but 10% behind! Yes, the Government will sing our praises when it suits whilst they quietly legislate us off the road!

In another recent letter in MCN a reader complains about the rip-off cost of spares and accessories charged by a local dealer.

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Yes - the local dealer is OK when you nip a tube at 4.30 on a Saturday afternoon, but when you want a new helmet or boots we wait till the Dirt Bike Show to save a couple of quid. If you don't support your local dealer though he may, like many already have, go out of business then its perhaps a 20 mile trip just for a new tube! So, please support your dealer and particularly those who advertise in the Bulletin. One of our local dealers, Frank of the Rochdale Suzuki Centre came out one day for a ride and he's never looked back. He's now an enthusiastic trail rider and TRF member and has expanded his business to cover our end of the market. Although most of us still do our own servicing and repairs the professional with his knowledge and equipment can, as I have discovered, often do the job quicker for very reasonable rates IF you give him a chance!

NETTLEBED

RoW NEWS

Dorset

Minutes of ordinary meeting 4th May

- 1) UCR at Edmonsham - It is felt that DCC could go to Magistrates Court over this one. Dave has obtained Tim Steven's views on this one.
- 2) Private Carriage Roads - Dave stated that research has shown that private carriage roads were maintainable by Waywardens, back around 1840 to 1850. These were employed by the "Local Authorities" of the time - i.e. they were public employees. This could be useful in the proceedings on the byway-registration at Piddlehinton, if any reference to Waywardens in the records can be found.
- 3) UCR at Tincton - The padlocked gates have now had the locks removed, but Dave still intends to object to the gates themselves. As the gates are not for stock control there is no reason to have a gate at all.
- 4) UCR at Knighton Lane - The ford has now been cleared, but it is still very deep and therefore unusable. Dave will keep up gentle pressure on DCC.
- 5) Burtlestone Drove - We are still awaiting an answer on this one.
- 6) UCR at Fivehead St. Quentin - A fence has been erected across the lane, half way up. Dave will object.
- 7) Piddle Valley Parish Council - A letter has been received from the Clerk of the Parish Council objecting to club members using lanes in the area, including Church Lane to the Cerne Abbas Road. So noted!
- 8) Chetnole Ford - It was noted on a recent run that a boundary wall to the adjacent Waste Water Treatment Works has collapsed into the ford. Kim Hall claimed it was nothing to do with him!
- 9) Dave read a letter from Tim Stevens to DCC criticising them for ignoring Norman Howards' objection to a diversion order at Uperne.
- 10) Earlier in the year Dave and Ian Wilson did some productive research in North Dorset.

Minutes of ordinary meeting 1st June

- 1) Piddle Valley Parish Council - Dave replied to a letter from the Parish Clerk but has not yet received a reply.
 - 2) Chetnole Ford - The collapsed wall has been removed.
- New Business:
- 3) Fontmell Magna FP no. 12 - The bridleway claim has had support from Dave. DCC have found that vehicular rights exist and the matter will be taken to the September Rights of Way sub-committee meeting.
 - 4) Ashmore BR2, Sheppard Bottom - objections to the diversion order means that there will be a public enquiry.
 - 5) Egardon Hill Farm, West Compton - Dave received a letter from DCC re a stopping-up order on a footpath and Bridleway. Dave will investigate.
 - 6) Dave wrote to the editor of the Dorset Evening Echo, complaining about the tone of an article concerning a modification order to the bridleway called "Charminster Lane".

- 7) Dave gave a report on the executive meeting he attended at Walsall.
- 8) Dave wrote to DCC re obstructions on the UCR at Okeford Fitzpaine (barbed wire) and the UCR at Silton (locked gate).
- 9) A letter was signed by all present re the TRO on BOAT 226 at Wrotham in Kent.

Nottinghamshire RUPPs for Reclassification

Quote "The highways of most interest to many users of recreational vehicles are unsurfaced carriageways". Unquote.

This is an appeal to help keep that interest legal and alive!

It appears that a "MEMORY SCAN" amongst mature readers could enable a number of "Evidence of Use" forms to be completed. The most pressing need is firstly to help target these to best advantage and I would be grateful to hear quickly from anyone who has driven along these routes (near the following places) over a period of years.

On O/S landranger sheet 120 (Mansfield/ Worksop):

Babworth
Kirklington
Kneesall
Kersall
Mansfield
Winkborn
Worksop (Free board Lane)

and on O/S Landranger Sheet 129 (Nottingham/L'Boro):

East Leake

Please help. Retention of legal vehicular use descends on people like you. Thanks in anticipation.

Derrick Collins, acting Notts. RoW Officer

11 Grangewood Road, Wollaton, Nottingham, NG8 2SJ, Telephone 0602 282806

Cumbria and Yorkshire Dales Users

A number of TRF members have experienced problems in the last 12 months or so when using Adamthwaite. The new tenant of the farm (999 709 Sheet 98) has accosted several riders and he claims that the lane which goes through the farmyard has bridleway status only. (The route was a RUPP). Will any member who has ridden this lane please contact the Editor with the earliest date they used it and any evidence they may have (preferably in writing).

Exmoor National Park

- contains several miles of green road, and you have heard about some of it recently from better looking pens than mine. I reported the Voluntary Restraint on Porchester's Post, and in June I went to a site meeting to have a look at progress, along with Julian Bruford and Adrian Paul of the Somerset Group. Remember the Golden Horseshoe, how it rained all weekend? Guess what the weather was this time, yes, the same old story. The rangers want us to stop, that is the long and short of it, but we were not having any. They say it is naughty to exercise legal rights in an SSSI; there are 34490 acres of SSSI on Exmoor, about half the National Park. Here is what I wrote in response to my visit:

I listed seven points that had been agreed as part of the original deal, including such things as proper waymarking of a clearly usable route. None of these promises had been kept, and there was still no evidence that we had created a problem or made one worse, or even that continued use would be detrimental.

"However," I said, "we do not wish to be forced to take a negative stance. If there is any evidence that continued recreational motorcycle use of this route will cause a significant problem, we ask you to give us details at once, and we will again consider the matter carefully. If at the same time you are able to confirm that the undertakings which were formally agreed have now been carried out, I will be pleased to advise members of this, and encourage them to agree to a further period of Voluntary Restraint".

Meanwhile, use this lane no more or less than you would anyway. I wouldn't recommend that you hold your breath waiting for this one to die down, though. Now I'm off to a LARA meeting to find out how all the members are helping one another, as usual.

Tim Stevens

WHAT DO YOU DO WHEN YOU ARE STOPPED BY A FARMER?

Be courteous, give your name and registration number, if asked. If you are asked for an address, give it in return for the farmer's details. Show your TRF card if it helps, and point out your tax disc. If involved in discussions, stick to facts, and if asked about details you are unsure about, call the run leader over for assistance. If there is a problem that cannot be resolved on the spot, say you will let them know, but you need an address to contact. Then refer the contact to the group rep of the area you are in, or their RoW officer. Always follow up any problem, by a letter to the farmer, or the highway authority, or both, with a copy to the local rep. Make a note of any details of farm vehicles, etc. which might turn out to be illegal. Take photos. Even on a footpath, all vehicles need number plates, etc. If you are in doubt, do not be afraid to say so, and at all costs avoid being abusive or losing your temper. Explain that you are out for a ride, not an argument, and although you believe you are in the right you would rather ride elsewhere than stay and have your time wasted. If the police arrive, give them details of club officers you know they can contact, as well as your own, but do not give these details to anyone else. Club officers have enough to do already. Make notes for future reference as soon as you can, in case there are developments. Include map refs, times, and names and phone numbers of witnesses. And if you discover that this is not the first time a trail rider has been stopped here, make it YOUR business to sort the problem out. Club officers are there to help you solve problems, but they are not there to do the donkey work while you do the motorcycling.

Tim Stevens

SUPPORT THOSE WHO SUPPORT US!

- by buying from the people who advertise in Trail - and let them know where you saw their name.

LETTERS

Proposals for change?

Members might like to know my thoughts on the proposals for change from Brian Wright, TRAIL 179 p21.

a) Keep a low profile

What does this mean, wear sombre colours, or do not go to liaison meetings? If he means the first, yes, if the second, no.

b) Distance ourselves from the All Wheel Drive Clubs

This is a complete change from our stance in the constitution, and would make co-operation through LARA difficult. If Brian has evidence that the AWDC is causing any more problems than the mountain bikers, or enduro riders, he should produce it, and consider a rule change for the AGM. I would also take some convincing that 'distancing ourselves' would make any difference to anything. I oppose this one.

c) Reduce our suggested maximum speed

I have heard no-one suggest that 25mph is too quick, however much they are against us. Any limit must be credible. I would agree that more riders should heed it, but lowering the limit will make this even less likely.

d) Discourage large group runs in sensitive areas

This is policy already, sensitive or not. Anyway, where isn't sensitive?

e) Encourage stricter noise limits

Does this mean that run leaders should send more riders home? If so, I agree, but won't this just reduce the number of people prepared to lead? If it means support the legislators who want even tighter restrictions, no, no, a thousand times no. Properly legal bikes are already sensibly quiet, and any further reduction will have three effects for us. Heavier, dearer bikes, and harder MOTs.

f) Reduce our Byway claims until further notice

This is current policy, except where needed to save lanes from downgrading etc. But we must be ready with the evidence in case of any problems this policy causes. We are, aren't we?

g) Encourage counties to impose selective access to byways

How on earth could this be any good for us? Who would be selected out, do you think? We should not encourage counties to restrict anything, and we should offer voluntary restraint where it will help. If it means we should say keep out the 4x4s and let us in, how can we resist the same argument from ramblers against us?

h) Petition to drop the words 'open to all traffic'

This is already a proposal of the Byways working party, and is under consideration for the next set of legal changes. I favour the idea, but I do not think a petition would help, even if all 1600 members signed.

i) Encourage authorities to restrict vehicular access by width and weight

Another dog-in-the-manger suggestion. Do I need to spell it out? There are far too many people out there wanting restrictions already, and we must not encourage them.

j) Drop Byway status in favour of Unclassified Road

This is an interesting idea. Byways are all unclassified roads anyway, by definition, even if they do not appear on the List of Streets, as they are vehicular highways maintainable at public expense. The problem might be in getting the OS to put back all the UCRs they have been deleting for the past twenty years. There are UCRs ploughed out now because no-one knows about them, so how would we stop this getting worse? Perhaps we should be 'claiming' routes as UCRs instead of as Byways, but we would then need to publicise their existence. The OS wouldn't.

k) Ask Bill Kershaw to present this to the relevant committee

He has, and they listened carefully. They even took some of it on board. Before we ask him to do more, consider why we cannot do it ourselves. Aren't we too small on our own? So what happens when we do all this distancing?

Please do not think I am against the publication of ideas in Trail, I am not. Some of these ideas are worth firming up for a proper look. But I do not think we would benefit by any proposals to encourage restrictions. We have enough trouble with the current lot.

Finally, in reply to chairman Richard Marshall's enquiry about training in the regions. Yes, yes, yes. And by the way, what regions?

Tim Stevens

Isle of Wight Group Revisit Exmoor, May '93

Yarmouth Quay Isle of Wight Saturday 15th, in front of all the cars waiting to embark on the ferry there are three trail bikes, two XT 350's and an XR 250, Pete Woodford, Pete Mogg and Myself, Mick Holbrook. This is the start of a journey that is to take us to Watchet in Somerset the fourth trip, a different route and a new place to stay. Agars Lane Lyminton and two maps later we are riding the six county roads around Westhay Moor, three short lanes around Wedmore and time dictates that we must take to the road to Aisholt to finish the day along the Quantock ridge to the diggs. We book in, clean up and dinner with beer, a phone call and we are joined by a local member Julian Bulford and after a few more beers plans are made for the Run tomorrow.

The Yarn market Dunster, its pouring with rain, it was last year. Julian is taking shelter in the thatched market, it looks dry in there. We take cover from the rain and mark some maps while waiting for three members from the Wiltshire Group. The run gets under way and after a few lanes we come to a halt at the top of Pitts Bridge with a puncture, a quick patch and very soon we are going again, a stumble on the wet boulders at Kershaw Lane added to the fun. The Sun came out as we made our way South across the moor. Lunch at Withypool and its soon time for us to make our way back to Dunster. Thanks to Julian for the Run and the company of the Wiltshire Members. Sunday ended in a Fish and Chip shop with a meal and a monster pot of tea.

Monday morning and its the journey home, along the Ridgeway and a few Lanes and now we are looking for some county roads around Earlake moor either we are in the wrong place or someone has moved them. We will look again next year. The muddy hill climb to Wickhams Cross and after some bike pushing we see the welcome sight of tarmac. Lunch on the Rail Bridge at Keinton Mandeville in warm sunshine,

weather is getting better must be time to go home. The afternoons riding comes to an abrupt halt at the end of the Oxdrove with four inch nail sticking out of Pete's rear tyre, no patching this time, the new tube is fitted and its down to the Ferry and Home.

Thanks again to Julian for giving up the time over the weekend.

Mick Holbrook, Isle of Wight

"I like my bikes, but gear is dear!"

These immortal lines (doubtfully attributed to the famous motor-cycling poet, Seamus O'Pedley) encouraged his alleged kinsman, the editor, to scour the "goodies" shops for last year's heavily discounted trendy riding gear. The net result of which that he comes riding looking like an out of work parrot! Apart from the cost, he points out, you can bung it in a washing machine which I certainly can't. For my rags its flat on the deck with a yard broom and a hose. Its been suggested that my outfit of ancient wax cotton held together with tape, coarse stitching and rubber bands needs only a bolt through the neck to become eligible for bit parts in a horror movie! So well does it blend into the rural background of mud, ruts, old barbed wire, dead sheep and old farm machinery that I have to be very careful not to fall off in some places. They say I might never be found again unless I send up a flare! ... I HEARD THAT! It all becomes part of the cheery banter and general hilarity of your average trail run like ..er "Call Fullers ESB a strong ale, tha must be jokin'", "If Boddingtons is the Pride of Lancashire, the rest must only be fit for watering the garden!". Now we get.. "How much does Coloroll pay you for wearing that?" and "Who's a pretty boy then?" or "Which hedge



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do you sleep under?" and other gems of sparkling wit.

When it comes to parting with folding money, colour, style and trend come (to us peasants) about 2 on the priority scale of 1-10. But bargains is bargains and if its being flogged off dead cheap then I have to approve despite not being keen on circus outfits. On second thoughts, the way some riders entertain us perhaps they are not entirely inappropriate!

So, perhaps I was a bit hasty. What I had in mind was the "package" - the sort of rider who turns up for a trail run complete with racing numbers, armour plated moto-cross gear, noisy bike and takes every opportunity to blast off, pull wheelies and generally make a bloody nuisance of himself and present an "unhelpful" image of trail riding. I can well do without such riding companions and so, I imagine, can most TRF members.

As for telling people what to wear and what to ride, even if I did, my experience of human nature leads me to believe that people will only take notice of suggestions, opinions, criticisms, arguments, telling points and even statements of fact if and only if, they agree with, or accept them!

One aspect of trail riding that I like is the relative "classlessness" of the participants. From academics to company executives, doctors, dentists, lawyers, civil (and not so) servants, salesmen, farmers, engineers, craftsmen, teachers, labourers, perhaps even stockbrokers! Policemen, firemen, welders, secretaries, hairdressers and small businessmen (under 5'7"?) and many, many other occupations. We have teenagers to tottering oldies, tall, short, thin, not so thin, rich and poor (relatively so), brave and timid, extrovert and introvert, knowledgeable and blissfully ignorant, ...Great, isn't it? Apart from enjoying the riding, the scenery, the company, to get the best out of a day out, particularly in bad weather, you need a sense of humour. I don't mean being able to tell jokes, which is good; or even to understand other people's jokes, also good; I mean being able to laugh at yourself when the jokes on you and keeping a sense of proportion when the chips are down! If you can keep your head when all about you are splitting their sides laughing and taking photographs of you in uncomfortable and/or embarrassing situations then you have the makings of a trail rider. If you put on a real performance, blow your top, leap up and down, kick the bike and call down the furies for putting you in this predicament - and then take a bow to riotous applause then truly you are one of us and are of such stuff as legends are made. In years to come, tales will be told and you may well not even recognise yourself! So often the worst conditions or situations, grim at the time, make the best yarns. There was the time that we rode Garburn Pass in the dark in freezing conditions followed by a long cold ride back to Ireby (25 miles?) using smaller roads where possible as some bikes had no or inadequate lights. This was in the pre-Japanese dominant era when bright, reliable lights were a rare luxury. Bikes which had them were used to lead the run home in the dark or form a rearguard whilst the unlit and glowworms huddled in the middle. No-one who was on that run will forget it or the circumstances which caused us to be so late. It was not a lot of fun but by keeping together and finishing the run we achieved something and learned something about run leading and true

fellowship. Petrol was short, hands were paralysed, feet were frozen, mettle was tested, tempers were tried, bonds were forged, friendships made and memories implanted. We battled on through atrocious conditions to our base.

Every time the story is told, it gets better. It's becoming a classic, rivalling stories of hardship and heroism throughout history. "They were not defeated - they refused to give in, against all odds they ..." FOR GODS SAKE! it was only a bit fresh!! We made it back to the Sun Inn in time for a whisky mac or two before settling down to a few jars of Strongarm.

However, there was talk of having a medal struck, just think of it, "Garburn '75". Something to show your grandchildren. Then there would be, let's see; "Priest Hayward '77", "West End Lane '78", (after the gales?) mustn't forget "Chapel Gate '80". Ah, those were the days - we wuz there!

If you were there and would like to register for consideration of such an award - tastefully engraved and complete with distinctive stylish ribbon with appropriate graphic design and failsafe Velcro attachment device, please apply by letter, in the first place, giving all personal details, stating when, where and why you think you qualify for this honour countersigned by two witnesses and a JP. Send it, together with a cheque for £7.50 (made out to me) c/o The Editor.

Ken One, ABOF (Herts)

P.S. I am unrepentant about face masks, unnecessary and anti-social on trails.

Ref: Peter Morris's Letter

"Accommodation"

Who does he think he is? If he wants to organise people's holidays why not try for a job at Butlins. They like people who can think up silly ideas, and this is to put it mildly ... silly.

Please let's have no more of this sort of rubbish. I've torn my comments off the bottom of this letter - most likely a bit strong for TRF ears!

D. Hayter, West Midland

Letter to The Minister of Transport by J F Bruford

Dear Mr. Key,

As an experienced middle age Motorcyclist, I am pleased to say how refreshing it was to read in the Motor Cycle News this week "Can a new boy do the job"?

I for one certainly hope you do. In your 5 week period as Minister for Roads and Transport, I suspect that you are aware of many groups of motorcyclists. Also that you do not agree with the large group of the British public who seem to believe that all riders of motorcycles are a nuisance, dirty, noisy, law breakers, Hells Angels, etc., etc., etc.

Please find TRF literature enclosed for information only. I have generally thought throughout the whole of my motoring experience, that motorcyclists, because of our unique very special comerade, have always been willing to give assistance to others needs. For instance, you have only to look at M.A.G. and find that they are active throughout the British Isles in charity raising activities for the sick and needy.

Most of the M/C clubs that I have personal experience of, do similar work that allows others to share in some of the joys in life.

I shall be very pleased if you can find the time to send me the names of the politicians who you are quoted as saying, "are motorcycling fanatics". Who knows?, we the TRF might be able to tempt them to enjoy the experience of exploring green roads, lanes, prehistoric trackways, Roman roads, Celtic holloways, coffin ways and saltways that is woven across Britain.

Yours faithfully,

J F BRUFORD

TRAIL RIDERS FELLOWSHIP

P.S. This letter was not an official letter from the TRF

Hiccups in the DR 350

After 2 years of trouble free trail riding a significant weak link is beginning to manifest itself in the DR 350.

BALDRICK (The proverbial bog finder) leading a gentle Sunday trail run in the Dales found difficulty in finding fifth and sixth gears. Eventually no gears were easy to get and the gear selector was not returning to neutral properly.

We feared the worst, engine out, head and barrel off, split the crankcases and a big bill. This fortunately was not to be the case. We removed the clutch casing on the right hand side of the engine hoping it might just be a sticking or faulty clutch, but the only fault we could find was that the centre nut on the clutch had never been tightened up

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and could be unscrewed with your fingers after the locking tab washer had been bent back. Further examination revealed the problem. The bolt holding the selector mechanism had come out and dropped into the crankcase, fortunately causing no damage to the engine, but had bent the small arm and roller that holds the selector drum in gear. Little boys will play and the tongs/cog that drive the selector drum round was removed for examination, only to find that these components disassemble themselves into too many pieces over the floor and are a five hand job to reassemble. The centre shoulder bolt was then loctited in, gear selection checked, and the clutch reassembled and tightened up properly, like it should be, not finger tight and hope it will do, but properly with a bit of Bacon and Egg behind it. The clutch casing was then refitted, new oil in the engine, all the bits screwed back on, and we have a new DR 350 in the making.

OOPS, dear, the clutch won't clear, this is obviously 'Biggles' contribution to the job as it is his main purpose in life to take the blame and not the credit. Lie the bike on its side to save another oil change, and strip the casing and clutch again. Having taken all the plates out of the clutch it was found that the clutch basket would not rotate free but was very tight. Exuberance with the bacon and eggs revealed that the bearing come spacer bush between the gearbox bearing and the nut/washer is too short by several thousands of an inch and when it was tightened up it nipped the clutch basket. The gear at the back of the clutch basket was precision ground to the correct height. (Anyone accusing us of removing the excess material by placing it on a finishing belt till it fit, will be hearing from our Solicitor). The whole job was reassembled in time for Old Baldrick to go Coast to Coast and lead the lambs to the slaughter on a mystery tour of the Yorke Dales, finishing his run at St. David's (not at Hest Bank like the rest of us). The job being a complete success, and anybody with the same bike (me) would have learnt from someone else's problems and taken the precaution of checking and loctiteing this bolt before going out on it again. Wrong. Halfway through Sunday and with seven eager strangers wanting to sample the delights of the Yorke Dales exactly the same thing happens to me. So we had to persevere and Hest Bank was made by all. A steady ride back over Salter fell using only second and third gear with the ageing Essex crew (they really are showing their age, especially Don The Wimp) and I was able to swap bikes with the Bog finder for a steady ride back to Hawes.

If you ride a DR 350 I cannot recommend too strongly that you check and loctite the centre bolt in the selector drum, the damage could be very expensive.

Biggles, Lancashire

To the Ridgeway from the Isle of Wight

After reading Ian Thompson's excellent book, "Exploring green roads and lanes of Great Britain", over the years, and hearing talk of the Great Ridgeway, I decided to make the trip to see it for myself. Our Isle of Wight TRF group will be going up to it later this year, and as I offered to lead, I thought I had better know where I will be going.

Researching the route I proposed to take seemed just a matter of map colouring known rights of way heading from home to the Ridgeway at Marlborough, as I

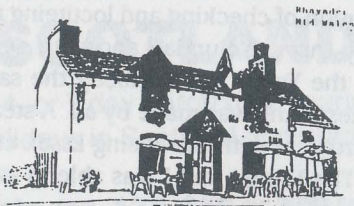
intended to travel as much as possible on green lanes to my destination. Using my map of Salisbury (184), which had been marked up from our groups map by Mick Holbrooke some years ago, it didn't seem far, or hard to get where I wanted. Travelling by "Highlighter Pen" is so restful!

On the day, I got on the Yarmouth to Lymington ferry, as all us Islanders must, who with to visit "England"! and landed at Lymington at 07:05, the crossing of the Solent taking 35 minutes. I was riding my XT 350, and had food and flask in my backpack, and maps.

Leaving Lymington on an overcast June morning, I was somewhat nervous, having decided to travel alone, and this was the first time I would be finding my own way on the lanes without the help of others. Two lanes out of Lymington soon settled me in to the day's riding. Agars Lane, near Sway, was very muddy and full of water in places. "Oh, well, I might as well get dirty now, as anywhen", I thought. And I did. The water got into my "motocross" boots straight away! I wish they would make a strong boot, and a waterproof one. As we all know, this year has been wet so far up to June, hence all the water.

Back onto tarmac to go up to the Bramshaw telegraph in the New Forest area. This is a beautiful lane through a wood with pine trees and rhododendron bushes in abundance. It makes you feel like stopping and taking the day off ... but I must keep on to get to my destination.

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From Redlynch by green lane to it's crossroads with the A36. Quite a tricky crossing here, as the cars and lorries speed by. Once across the road, I travel on lane again, past the Pepperbox, to a junction in the descending track. I go down, and find the track which crosses the railway line, into East Grimstead. This lane holds a surprise for me! I see a large puddle across the way ahead. Not wishing to get wet feet again, I stick to the side, where there is only a small drain trench dug to let the water flow out of it. OOPS! The bike's front wheel fits into it nicely, and nicely the bike stops, ... but I don't! I topple into the hedge and nettles.

Composing myself (and hoping no-one had seen my acrobatics) I set off into East Grimstead. A chap on horseback, leading another horse is going on up ahead. I stay back, not wishing to upset any of them. It is raining now, and will do a lot today, I think. The horseman waves me past, and his thankyou is appreciated. I carry on by road up to Farley, where I turn West to find the lane near Bests Farm. Next I go through Pitton, and on to Middle Winterslow.

The next lane I ride on is a Roman road which heads West, directly at old Sarum, a hill fort of old times. I don't go there today, but turn once again to the North, and pick up my trail.

The lane which will take me up to Boscombe down has a notice on its start, saying that there is only footpath and bridleway rights on it, and no motor vehicles, but it is not official, and my map says it is a RUPP, so on I go. Along this lane there is an old tin shepherds hut, complete with broken cast iron fire stove. As I leave this lane, the wire fence of Boscombe Airfield meets me to remind me that I'm not far from "civilisation" again. Signs warning of guard dog patrols, and the prohibition of photographs of the goings on at the site are very forbidding, and make the visitor very uneasy. I decide to move on quickly.

After a couple of lanes in the network of old routes near Althorne, I make my way to the Old Marlborough Road. Through a deep puddle the bike stalls, leaving me to foot it in the water. As the water enters my boots once more, I wiggle my toes, trying to make light of a bad experience! I wished I had given the engine more revs as I entered the water. Too late now. (Splosh, splosh).

Next is another encounter with the "Military presence". A large red flag at Devils Ditch warns the public that there is firing on the nearby range. There are flags and signs along the left of my route, but I still feel as if I might be the wrong side of them, and could ride unknowingly onto a range. The sound of a helicopter passing overhead adds to my fear of being somewhere I shouldn't be. After about a mile, the sight of golfers playing behind the hedge on my right makes me feel a lot better. At least if I do get shot, one of them may be a doctor on a day off. Further on, I convince myself that any soldiers (there are some hidden away in the trees) who capture me will spare me if I say I am looking for Sidbury Hill, a local landmark, and that I'm not a spy.

The A342 road comes up none too quickly for me, and I escape. I meet some farm workers, and ask them if I did in fact ride the correct route, as it is not sign-posted on the Danger Area. One of them jokes that I must have been off-course somewhere, as there is a hole shot in my back-pack! Very funny, thank you. Onto the lane leading

to Collingbourne Wood now. This wood is beautiful, the sun peeking in between branches, and a luscious green grass in patches on the floor. I decide to stop for lunch here, as a pine log has been put in place for me to sit on, by some felling work. Time to deal with those wet feet! Off with the boots, upend them to drain. Wring out the socks, and ... yes; tuck them in around the hot cylinder and head on the bike to dry! That's what fins are for, as the song goes ...

After a quick bit of grub, on with the socks and boots, and off to the Ridgeway.

I end up a bit off-course and have to do a fair bit of road work, but I find the Ridgeway at Overton Hill, off the A4. A couple of miles riding along it, and I turn back, saving the pleasure for another day. I ride back along the days route to home. 193 miles, 12 hours in the saddle, and new lanes learnt. Thank you to TRF members; and Ian Thompson for his book, for showing me the way in words, and deeds.

Peter Woodford, Isle of Wight

Honest or biased opinion?

My Father-in-law has been walking public rights of way for a good 30 years. During a discussion over a meal one evening my favourite topic of vehicular access to the countryside was brought up. Whilst his experience ranged from the Ridgeway to the Chilterns, the Pennines to the Dartmoor areas, his opinion is that motorcycles should not be allowed to use unmetalled roads. Having asked him to substantiate such a claim that all routes should be for walkers only, he stated that machines such as my 4 cylinder bikes would not traverse such routes. Finally I managed to withdraw from him that in all the years and miles that have passed under his feet he had come across only one motorcycle, and that this rider immediately stopped, switched off his engine as if there were a dog around, said good-day and did not pass along on his way until such time as my F.I.L. was a fair distance away. The Machine as described to me was a Yamaha DT 175 and my F.I.L. had not heard him approach or restart. An unbalanced opinion I think.

Tim Gooderson, Kent

Dear Nettlebed

June issue Trail arrived this morning and I couldn't wait to say how much I agree with the central theme of your editorial. Putting thoughts into words isn't easy ... but you certainly took some words out of my mouth by what you said there.

One of my "soap-box" messages is regularly that before any amount of political lobbying, one thing that will save motorcycling will be bums on seats and wheels on roads.

Concerns about the various types of damage that unprincipled riders and undisciplined riding can do are valid of course. But cheerful and polite riders, even in large groups, can be impressive, and if they leave little or no trace of their passing can also be compelling.

Perhaps even more significant, especially to the place at which large groups stop overnight, is the financial benefit that is created. The Coast to Coast Ride would be a major contributor to the wealth of Hawes for one weekend.

No matter how hard we fight for, and assert, our rights, far greater and lasting will be impressions created by the financial advantages we generate.

Geoff Wilson, Cumbria

The Wright Approach

The Public Relations Officer's report in Trail June '93 gives cause for concern on several points. No doubt the intention was to stimulate debate - success.

Wright wrote "In Hampshire Pete Wildsmith and Dave Tilbury have had a degree of success in winning the right to use lanes banned to cars". Pete is the TRF RoW officer for the Southern group, as I'm sure many of you will know, and this bloke Dave is the AWDC RoW Representative for Hampshire. These two, along with the BHS and RA representatives attend Rights of Way Panel meetings and JOINTLY are very successful in opposing TRO's. A selective TRO has been suggested by the user groups on a couple of occasions when it is apparent that the political Gods need appeasing. Bear in mind that some TRO's are to prevent access to open downland where picnickers park on the orchids.

So let us look at Brians proposals for Club policy - he uses the word motion!

a) To keep a low profile

To keep a low profile is to be ignored. As stated above the vehicular users in Hampshire have a presence, and a say, at County Committee meetings. They sit on the Joint Advisory Committee to the East Hants Area of Outstanding Natural Beauty (Influence over the Hampshire end of the South Downs Way) and are generally part of

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the RoW scene within the County. We have also been invited to join a group being set up by East Hampshire District Council that will bring together all facets of the RoW equation.

b) Distance ourselves from the All Wheel Drive Club.

Part 1: The TRF Southern (Pete) take care of matters arising from reclassification - a vast undertaking which in 1992 saw 18 Public Enquiries; produce maps of legal lanes; record motorcycle use. The AWDC (Hampshire) (Dave) undertake research; submit claims; deal with obstructions - this includes complaint to the Local Ombudsman; record 4x4 use.

Part 2: In England we do not have the right to roam. Instead we rely on certain Acts of Parliament for our access to the countryside. The 4x4 user, carriage driver and trail rider rely on the same laws and 'rights' for OUR recreation, so come on Wrighty explain how the TRF can afford to stand alone (with aforesaid low profile).

Part 3: Over the past two years the AWDC representative has lodged nine byway claims where vehicular rights have been challenged; initiated use on another seventeen lanes as a result of research; has over forty more being looked into. Of no interest to you then Brian?

c) Reduce maximum speed

25mph is not fast on some lanes. On others it's impossible. Surely common decency and consideration for other users covers this. What next - crash helmets?

d) Discourage large groups

e) Stricter noise limits

Sure - do it

f) Reduce byway claims

If you want to ride new lanes you will invite new challenges. Surely the only way to oppose that challenge is to lodge a byway claim. Because of past claims the TRF and AWDC in Hampshire have gained a reputation for being right with the result that one farm manager has backed away from a challenge situation. I mean, get real, there are only 700km of recorded lanes in Hampshire.

Moving swiftly on, 1) Erection of bollards

Rather selfish eh? What about carriage drivers and riders with outfits?

OK Brian I've had a bit of a dig at your proposals but the point you seem to have missed is that EVERY COUNTY approaches rights of way differently; the relationship between County and user, and that between user and user will be different. The terrain, and consequently the type of lane will be different. So why impose policies nationally that ignore these differences?

Remember Dave Giles thoughts on sharing. Remember also that YOUR County RoW office works under pressure. Pressure from elected Members; pressure from landowners (is there a difference?); pressure from users. Users must, therefore, unite to bring maximum pressure, politely, on those who should be safeguarding OUR rights.

Dave Tilbury, Hampshire

NOTICE

New Ribble Valley Group?

A group of TRF riders are attempting to establish a new local group in the Ribble Valley area. The inaugural meeting will be at The Swan With Two Necks, Pendleton, (Sheet 103, 397 755) Nr. Clitheroe on Tuesday 10th August at 8.30pm - All Welcome.

MORE CLASSIFIEDS

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EXECUTIVE MEETING SUMMARY

Executive Meeting of 8th May 1993

Summary of the minutes prior to formal acceptance. Only the main points have been identified to let you all know what is happening without boring you with details.

Matters arising from minutes of 6th February 1993 meeting:

- * All "Caring" leaflets that are distributed must have the 'local contact' address first.
- * A new system for a more rapid turn around of the minutes publication was agreed.
- * T. Stevens to co-ordinate TRF members who help at BHS events.
- * TRF publicity material, R. Tallon and T. Stuart to propose a system for organising this.
- * RACMSA motorsport. T. Stevens has not had much encouragement yet, but will continue to pursue and report.
- * Byways, before and after: All groups to provide evidence as to any increase in reported vehicle useage after a successful byway claim.

MAG presentation by Mr. Clinch as to what MAG could offer the TRF, an example being their work at the Ridgeway Enquiry.

Chairman's Report: R. Marshall would like to see more training week-ends being organised by groups, all groups to offer ideas on needs, skills, venues, type, subject, etc.

RoW Officer: Subs to LARA up by 10%. LARA Newsletter now started. A new system for Voluntary Restraint was being put together. LARA symposium was well attended, particularly by TRF members. (Not bad since it was not even advertised in Trail Sec).

Publicity Officer: Recent work included responses to the press with respect to articles on 4x4s and motorcycles cutting up the countryside. All members to do their bit to spread the word. A leaflet by the TRF highlighting the historic importance of green lanes was proposed.

Treasurer: T. Ley stated that the bursary fund is still awaiting takers, all valid applications welcome.

Membership: G. Watson prompted Group Reps to reply to the questionnaires, many had not done so.

A Modified Code of Conduct: B. Wright proposed changes including distancing the TRF from the All Wheel Drive Club, reducing our maximum speed, encourage stricter noise levels, reduce our byway claims until further notice. B. Wright to bring clear proposals to next exec.

BMF concerns: D. Lewis had been invited to the meeting to help ease the concern expressed by T. Stevens and P. Ballard. He stated that he did have reservations about the 1992 BMF General Council Meeting (their AGM) but assured the meeting of their intention to "Comply with the BMF Constitution at all times".

Bursary Fund: T. Ley stated £1300 still in the fund. T. Ley to report to next meeting on earlier take up.

Approval for National TRF Events (eg. Coast to Coast). R. Marshall expressed concern on how the '93 Coast to Coast had been organised with no request for Exec. approval on a date previously identified as an Exec. Committee meeting date.

RoW news: £1000 of Fighting Fund was identified to support a member who had been threatened with an injunction for using Piper Lane, Chesterfield for which there is evidence of vehicular rights.

Black Country Group: new group accepted and welcomed.

A.O.B.: R. Tallon suggested that regional exchange of RoW information would be useful.

C. Patient to inform members that reflective waistcoats for BHS etc. events are available.

Next meeting, 18th September 1993

P.J. Ballard, Hon. Secretary

OFFICERS' REPORTS

Secretary's Report

I am pleased to say that eventually, only 6 months after issue all but 2 of the Group questionnaires have now been returned.

Only one group has decided to take a step back, but rest assured, East Scotland will be back.

It was reassuring to have a call from one group member who was apologising for his group not having responded to the questionnaire. He was concerned that his group was not going to be recognised, perhaps he should have voted for a different group rep!

For the '93 AGM there will be a summary of the responses and maps showing the most used and underused counties of England and Wales.

Safe riding in them there hills.

Peter J. Ballard, Hon. Secretary

Public Relations Officer's Report

I am pleased to report that I have experienced a slightly less hectic period of late. I regret that I seemed to have run out of ideas for promoting our public relations work, so if anyone has any thoughts I would be pleased to hear from you.

Did you see the recent (about 20th June) TV programme about "New Age Travellers"? There is a possibility of new laws to control these people. I am concerned that any new laws might affect our access to green lanes. This is something to watch out for. In the same vein there is pressure to limit public access in order to protect the hunting fraternity and reduce the conflict between hunters and "anti's". Further plans are afoot to "protect" Stonehenge (past which runs a byway). Any change in legislation can affect us either accidentally or deliberately.

Another recent article concerned the noise made by a wind farm. In case anyone is grinning, I had better explain that this wind farm consists of 103 propellers standing 100 feet high. As well as looking an eyesore they also make a droning noise like an

aircraft engine. It must be difficult for the local environmentalists to justify, when it is clearly louder and more unsightly than any group of trail riders.

Pity poor Gwyn Thomas who continues a six year battle for local acceptance of a byway. Despite two public inquiries a local farmer is quoted "No way can we equate children (on horses) with motorbikes ... youngsters on motorbikes won't see them until too late". The County RoW Officer is quoted as saying "I don't think landowners have got anything to be worried about". What about old uns on motorcycles? Anyway, an 8 year old can ride a horse on a (tarmac) road with 60mph traffic.

Some people still find it difficult to accept that reclassification has not created new vehicular rights but merely confirms existing rights. The same people will not accept that a road does not necessarily need a tarmac surface.

In the above situation I usually quote Baroness Stedman (Hansard April 1978) - "I should make it clear, however, that where paths are reclassified as BOATs it does not follow that the path has been "opened" to vehicles or that vehicular traffic has

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acquired rights as a result of reclassification. This classification is applied because the county councils are satisfied that such rights already exist."

At the risk of boring the reader a few paragraphs on it reads; The Government accepted; "that it is important, and indeed necessary, that the associations representing road users should be consulted". An assurance was given about "the extreme importance of doing so".

Having typed the above, I turned up an article sent to me from The Independant dated September 1992 describing an old coach road to be "opened up as a footpath by the Ramblers". Kent and Sussex Groups may be interested in the description "Camdens' former Bayham Abbey Estate" 4.25 square miles on the Kent and East Sussex border. The owners are quoted as saying "The Ramblers have obviously been infiltrated by an extremely militant group. The routes have been closed to the public for well over a century. The whole thing is just ludicrous."

On the Sussex, Surrey border there are some rather challenging lanes which have been damaged by all wheel drivers. I recently received a letter from a rep of the AWDC notifying me of 4 and 2 wheel voluntary restraint and requesting help with repairs. Not surprisingly, I am having difficulty in obtaining support for this, any volunteers?

Dave Clegg sent me a briefing paper from the Council for the Protection of Rural England. As he states they seem to be promulgating "how to force through a TRO in one easy lesson". It seems a shame that a registered charity with such an illustrious title should follow a policy which may ultimately achieve the opposite. I wonder if our rights of way officer could be prevailed upon to send his comments on the document to the CPRE?

How do you feel about motorway tolls? It seems to me that such a toll will result in a greater number of vehicles on the minor roads to their detriment and danger. Exactly the sort of thing the CPRE ought to be fighting against.

This leads me nicely to an article in the Telegraph 26th June 1993 regarding a large increase in insurance rates for riding schools largely as a result of vehicles being damaged by horses. In their position I would be looking for more circular bridlepath routes in order that my pupils could stay off tarmac as much as possible. This could be a good time to look for British Horse Society co-operation in claiming lost lanes. However, beware of the unscrupulous riding school who seeks to downgrade an old county road. Signs only have to be posted for three weeks and can be concealed behind bushes. This happened in Surrey before Tim Goodison took over the London Gazette job.

Brian Wright