

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.

CESHIRE

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 777620
4th Tuesday, Green Man Pub, on A120, Takley.

GLOUCESTER

Charlie Morriss, Tel: 0453 885323
1st Tuesday, Painswick Institute, Painswick, Glos.

HERTFORDSHIRE

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

ISLE OF WIGHT

Mick Holbrook, Tel: 0983 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

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Leo Crone, Tel: 0325 380117
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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 235550
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

AUGUST 1993

No. 181

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

EDITOR: Mike "Nettlebed" Pedley.



Former TRF PRO-man riding his 'quad' towards the main battle lines down Dursdon Drove, 1795 Inclosure - Awarded Private Carriageway.

See in the distance farmer CHIVERS battle-wagon, engine revving up, air brakes hissing and hostile glares from the opposition! He's as mad as hell and has asked (nay, demanded!) a TRO already. Byway signs to go up soon - will they stay there?

GWYN THOMAS (SOM 83AU)

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

Well done Brian! (Wright that is), you certainly gave us food for thought with your article in June's TRAIL.

The TRF cannot stand still if it is to be effective in today's changing world of laws and new legislation, but how we should change is another matter.

Personally, I don't see the bright clothing issue as terribly relevant or important. Cyclists, wind-surfers, climbers and even walkers are all more brightly attired than they were twenty years ago and for us to cling to the dirty Barbour look surely cannot be desirable - if someone turns up at my door in one he takes it off or stays outside! Why should we expect publicans, hoteliers, cafe owners to find filthy clothing any more acceptable?

The 4 wheel drive issue is however another matter. When, several years ago we agreed as an organisation to "distance ourselves" they were, as a group, relatively small with little RoW knowledge or workers.

If their glossy magazines are to be believed (are there 3 or 4?) this has all changed and if we are not prepared to accept this change it may be the 4 x 4's who want to distance themselves from us!

I notice that there are now a number of Private Organisations actually offering "the Ultimate driving experience" in the form of guided tours off-road. These can even take the form of Corporate Events - a dozen executives from a firm - day out in the rough and smoked salmon and champagne to finish off with - where does that sort of image leave you in your grotty wax cotton and wellies?

Perhaps we should change - do we genuinely want to open up the vehicular rights in our Countryside for everyone to recognise, use and enjoy or do we really want to keep them secret or ourselves only in the hope that our low profile will not upset too many of those with influence and thus terminate our fun?

Vehicles will never be popular in the Countryside with the purists, be it mountain bikes, 4 x 4's or even power boats on Lake Windermere, but which stance will allow it to continue and flourish - the dirty Barbour low profile or bold, bright and right to be there?

NETTLEBED (The one with yellow helmet, blue jacket, red pants and white boots!)

P.S. Big thanks to Arthur Smith, Trevor Newton and friends from the Clitheroe lads for a great weekend in the Cheviots.

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RoW NEWS

A Plea For Help

Is there anyone who would be able to assist in research at Bucks and/or Oxford County record offices to search through the records looking for evidence for vehicular use of green lanes. I would be prepared to come along once or twice to show anyone the ropes.

The reason that I require help is that my limited research so far, indicates that there is a reasonable network of lanes, some going from Bucks into Oxon, and the more I investigate, the more the work piles up. Also there are some more public inquiries in the pipeline in Bucks. If you are prepared to have a go, please telephone me.

Chris Hurworth, High Wycombe, 0494 446198

RoW Matters - South East

Kent - Kent County Council are insisting on waymarking RUPPs as Bridleways. Although I have written to them suggesting that trail riders will be put off using vehicular RUPPs and that the Countryside Commission suggest orange arrows, KCC have stated that RUPPs have at least equestrian rights and so have carried out their duty to waymark under the law.

Ian Roscow, Steve Neville and I are collating lists of RUPPs that we consider have vehicular rights and good user evidence (important point this) and will be forwarding these to the Highways department in due course for due consideration for byway (BOAT) status. Once this is done we will begin work on footpaths and bridleways wrongly classified as such under the suitability/hardship requirement for BOAT status under the 1968 Act. Target year 2000 may not be just a threat.

At a recent ACU South Eastern Centre meeting, during my say as RoW Officer, I mentioned 20 year user evidence to the representatives of the clubs. There were quite a number of people who were prepared to prepare affidavits for 20 year use of a number of RUPPs, bridleways and footpaths - very useful for people to know.

An upgrading of the A2070 near Ashford intersects a BOAT (AE550) and an old county road. The intention from KCC is that a TRO for 10 metres either side of the main road will be affected but will not include footpath, equestrian, undertakers (sic), agricultural and emergency vehicles. I have asked for a bridge and/or underpass on either route suitable for us to use, but KCC have assumed or are assuming that we require intersections. We just want to use the same bridge or underpass as the farm vehicles. The notice is having to be republished in the London Gazette as Rik Colledge, who was good enough to survey the route for me found only one notice publicising the proposal on one end of the OCR and not at all on the BOAT. A better supported objection to the TROs will be needed soon.

Steve Neville and I have recently attended a local District/Borough Council RoW Committee and much of the talk is about the Channel Tunnel to London Rail Link route. Neither the TRF or the ACU (a prescribed body for consultation) have been asked for opinions on the routes and luckily, as we were leaving the meeting we came across some information about some of the more contentious areas. Letters asking KCC for more information are being sent.

Oxleas Woods are well known nationally as being some 8000 years old, and are an area that I enjoy walking with my kids as they are just on my doorstep. Just as I was preparing a BOAT claim form for an old road that runs from the top of Shooters Hill to Welling Corner called Crown Woods Lane the DOE decide to reroute or tunnel. I shall send it in anyway.

Bromley London Borough have few BOATs, several UCRs and quite a number of bridleways and footpaths. One footpath in particular is shown on at least 7 old pre-1900 maps that I have

come across, along with 2 good 20 year evidence affidavits in the pipeline, and so a BOAT claim form has been sent in for Chapmans Lane in St. Pauls Cray. When I had heard nothing for quite a while after submitting the form I rang them up, only to hear that the RoW worker was looking forward to retirement and virtually suggested that I do a DMMO (their job not mine). Now they have asked for copies of the maps, without their having visited their own reference library not 5 minutes walk away, lazy so and so's or does he want early retirement when I submit several more BOAT claims.

Part of the Pilgrims Way BOAT MR226 at Wrotham near Maidstone had a proposal for a TRO proposed but not published and are now going for a voluntary restraint as the reasons for a full TRO were in our opinion at a KCC run public enquiry, to be insufficient. The fact that motorbikes have been using this route for nigh on 40 years, has only awoken the adjoining occupiers of a house that 4 x 4 vehicles are also allowed to make use of this BOAT. Discussions behind the scenes have revealed that 4 x 4 users may not oppose a car TRO but only as a last resort.

Surrey - BOATS severed by the M23 near Crawley and now RUPP/bridleway have good user evidence and when I stated as such in answer to a proposed S116 extinguishment, things have gone very quiet. Look for local notices. Gatton park is another one to look out for, otherwise very quiet - too quiet!

Tim Gooderson, ACU RoW Officer and LARA Rep, Kent

RoW News - August 1993

Most of you will be aware that the ACU is the official "prescribed body" laid down in legislation to receive notices from highway authorities about changes to the rights of way network. You may also be aware of claims that the ACU have not always been as vigilant as they might

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have been, resulting in losses to us. Recently various rights of way user groups in LARA have been trying to get liaison improved, by setting up a system of County Respondents to receive notices on behalf of the ACU. The TRF has been at the forefront of this move, and many of the Respondents are TRF members, with others from the BMF, the 4 x 4 clubs, and others. They all deserve our continued thanks for a time consuming job.

Some of them, however, have not had their time consumed, because some authorities have been continuing to send notices direct to the ACU. More lanes have now been lost. To avoid this, LARA asked the ACU to write to the authorities reminding them of the Respondents system, and making sure that the notices all went where they would do most good. This letter has now been sent, and we look forward to the system working properly in every corner of the land.

There was a suggestion, though, that the letter would not be sent, and so that I could advise on what we might do in this case, I sent a questionnaire to all TRF Respondents. Fourteen of them replied, out of twenty eight, a good response in anyone's terms. There was a range of opinion about some aspects, but overwhelming support for a few of my notions. One was that the LARA system is worth keeping going, and that we must continue to co-operate with the 4 x 4 clubs on this. No-one thought the ACU would succeed with its own scheme, which is not surprising when you consider why the LARA Respondent system was invented. As an afterthought, I put a question on the end of the list that also got a large majority vote. I simply said, "The TRF is the 'Governing Body of trail riding in England'".

Some replies had three or four ticks in this one box, and only three did not agree. So I am now getting geared up to put a proposal to the AGM to that effect, and I invite the three doubters, and anyone else out there, to tell us all what their reservations are. In particular, if the TRF is not the governing body of trail riding, WHO IS?

What, AGM did you say? Yes, it is that time again. Soon it won't just be trail riders falling to the ground, it will be autumn leaves, and on the last day of summer time, when leet-neets are over again, we meet at the National Motorcycle Museum. No trail riding on that day, please, or you can find someone else to do my job. Perhaps you should do that anyway. Oh, the date, Sunday October 24, at 11 o'clock. See you there!

AGM 1993

October 24th

National Motorcycle
Museum

Please note that ALL motions and nominations for
elected officials have to be received by the TRF
Secretary by the last day of August 1993.

LETTERS

Wrighty Responds

I am grateful for the responses and thoughts from both Tim Stevens and Dave Tilbury in the last issue. Please bear in mind that my original suggestions were designed to appease a government committee without unduly restricting our activities.

In case anyone is wondering, the purpose behind my proposals listed in TRAIL are as follows:

To give Bill Kershaw something to bargain with on Parliament's Rights of Way Review Committee. Bill expressed the opinion that unless we came up with something positive, the issue of vehicles in the countryside might be debated in Parliament. In this event we might find matters taken out of our hands. Bill tells me that my suggestions are virtually the only ones offered and they are mild compared with possible alternatives. I note that issue 4 of LARA News asks for ideas regarding TRO's.

Remember it is my job to respond to allegations of vehicle damage. I am sure our members can see the absurdity of expecting their PRO to defend four wheel drivers.

After dialogue with many people and the evidence of my own eyes, I cannot escape the view that four wheel drive vehicles cause a disproportional amount of damage to green lanes. Hence the proposal to distance ourselves from them. This does not mean breaking off dialogue with them or leaving LARA. I think it is important that the All Wheel Drive and Rover owners Clubs see our point of view. If a lane is badly damaged by a jeep and the authority are sick of spending money on repairs for what they see as blatant vandalism, why should we be banned also? If we are offered a selective Traffic Restriction allowing us to continue to

use it, are we to turn this down? I do not believe our members would want this, after all we still use the Monks Trod and Grwyne Fawr. Now there is talk of a TRO on the Gap Road, members who have used it during the last 18 months will not be surprised.

May I remind all members that the Executive Committee passed a motion in 1986 to distance ourselves from the AWD vehicles. So this part of my proposal is already in operation.

Another factor usually attached to us is speed of our vehicles. Hence another proposal. Bear in mind, however that this is a suggested speed limit, not a compulsory one. In practice it would be more preferable to suggest to our members that, in addition to stopping and turning off engines for horses, we should slow down to walking speed or stop for walkers as appropriate. We should also remember that they have the right of way.

An example of low profile might be avoiding "honeypot areas" on busy Sundays and Bank Holidays. I have not met many people

G	R	E	E	N	L	A	N	E	S
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who would argue with this. Another would be to lightly use a newly discovered lane until accepted by locals. In these circumstances drab clothing might be desirable, however there may be other occasions when brighter clothing is perfectly acceptable, such as described in the editors column recently.

As far as noise is concerned, I had in mind the members who insist on fitting after market silencers which are often much noisier. Surely they can be persuaded to refit the original?

Recent byway claims have created much hostility, hence my suggestion. Perhaps we should consider making byway claims in the name of the Byways and Bridleways Trust instead of the TRF. This might avoid the hostility. In addition (I quote TRAIL) BBT claims are twice as likely to succeed.

Of course I am aware that every County is different. Remember that all Counties have to carry out their Review and we are in a good position to make suggestions to Counties contemplating this.

Regarding the suggestion of dropping the Byway Open to All Traffic status and substituting Unclassified County Road. My thinking is that some county councils might welcome the opportunity to change Roads Used as Public Paths to UCR's without all the fuss, bother, expense (and hostility) of the Review which has occurred in other counties. The possible lack of signposts should not trouble the TRF and may be a bonus.

Bollards, Tim, can be cheaply used to control all sorts of traffic. For instance it has been possible to control access by Hippy convoys with strategically placed posts, ditches, banks and arches. They can be arranged to allow access by Land Rovers (or horses, sidecars, etc.) Restrictions by width and weight are not new, they are already in use. These are much cheaper than a TRO hich tend to include all motor vehicles including motorcycles.

To Dave I would say that, notwithstanding the AWD byway claims, my personal feeling is that they cause many more losses than gains. In every county I travel I see voluntary restraint and TRO's following AWD damage. Herriard Common, Crookham village and Weston Patrick are three cases on Dave's doorstep. In danger is Bugmore Hill, Upper Wield and Up Nately. in Kent we may lose a section of the North Downs Way. In Surrey, Walliswood and Ash. The South Downs ban was a direct result of 4WD misbehaviour. On Exmoor, Porchester Post shows clear signs of 4WD damage, hence the voluntary restraint signs. I hear and see similar stories all over the country.

A further proposal (not printed) was for an additional tax to be levied on off-road cars. This suggestion has appeared in the press several times in the last few months. If we were to endorse this, I would propose that motorcycles be excluded for two reasons, 1) They are capable of causing less damage than cars, 2) off road machines

now include the special car tax from which they were previously exempt.

Finally, unlike my critics I serve only one master, the members of the TRF

Brian Wright

Trail Riding in Cyprus

Have you ever ridden a motorcycle in Cyprus? I expect that there are many who have been there whilst serving in the British Forces, or on holidays, but only a few who have experienced the incredible experience of riding along some of the many hundreds of miles of dirt tracks covering the mountains and coast.

I first returned to the enjoyment of motorcycles when I was living and working in Limassol during 1982-84. Since then I have returned a number of times and each time taken to two wheels for at least part of my visit. It also led to my continued pursuit of riding off-road in the UK. Whilst living in Suffolk I found it almost impossible, and abortive attempts to find and join the TRF failed, as the nearest group was then in Norfolk. However, since moving down to Hampshire 5 years ago and finding the Southern Group, I am at last at peace again, a super bunch of enthusiastic lads, and a terrific variety and amount of Lanes to ride and explore. (plus continued visits to Cyprus as often as I can arrange it, on business and on pleasure).

In Cyprus, bikes are readily available everywhere to hire, road bikes and all manner of off-road bikes. Yamaha, Suzuki, Honda, - 125-650cc. I recently hired a DR650 for three days at a cost of £16.50 (Stlg) per day including basic ins. DR125's are available from £7.50 per day. Mount Olympus is the obvious target area, I can't remember exactly how high it is but I know you appreciate a bigger engine by the time you have wound your way to the top. One of my more standard runs is to shoot up to the top by the main road, which takes about 1.5 hours. I stop at the Trout Farm for a lunch, Keo beer, local Brandy, chips, fresh barbecued Trout and salad, and then head off on the mountain track which takes me past the old Monastery of Mesopotamus, various streams, a waterfall, rock falls, valleys, the most incredible views and quietness, and eventually, 4 or 5 hours later, I come out back onto the main road and head contentedly back towards Limassol. This is good even for two up riding.

I have explored further afield, past Paphos, Coral Bay, and out into the tracks that take you to the more remote region of Lara Bay, through the forest and up and over the hills to reach the Baths of Aphrodite - Polis.

I really love it. I'm hoping to interest a group of us from the club, with our wives or girlfriends to make a trip over there next year. I can organise the airfares, the accommodation, the bikes, and the runs, after that - its how to fit in all the Tavernas and bars. If you can't enjoy yourselves with that lot, - I know someone who can!!

Malcom Godbold - Southern Group

P.S. I have just heard a rumour that one of our most active club members has just come back from a two week holiday in Cyprus with his wife, - having rented a 4WD JEEP!!!!

Copy of a protest letter to Bucks C.C.

Dear Sir,

Byway Open to Traffic No. 74

(Parish of Bledlow cum Saunderton)

Definitive Map modification 92

I refer to the ridiculous proposal to turn this ancient footpath into a road. I object most strongly to this incredible proposition.

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Are your Council aware of the area concerned? It is part of the Icknield Way, a beautiful pre-Roman path running through unspoilt countryside in superb beechwoods on the edge of the Chilterns with views over the plain. Why on earth do you want to ruin it? Who will benefit? Why should anyone need to drive from the Bledlow Road to the Leather Bottle? The only people that I can think of who might want this "development" are 16 year olds with motorbikes who would have great fun roaring through the woods scattering walkers, riders, dogs, etc., and when they get to the Leather Bottle I don't imagine they will want to stop - they will carry on down the Icknield Way. Similarly, if cars are allowed to travel to the Leather Bottle what do they do then? - turn round and run over a few walkers on the way back or do they park, thus blocking your new road? In time you will presumably want to cut down the beech trees to construct a car park in the woods followed by disabled toilets, etc. It can be quite dark in these woods even during day light hours - will you be installing street lights and cats eyes?

Enclosed is a cheque for £1.50 - may I please have a map showing the proposed lunacy?

I have nothing but contempt for this outrageous proposal and wish to register my total opposition.

I look forward to hearing your comments - Ed.

Clothing

I am sick to death of being told what to wear by the "Barbour and Sam Browne Belt" Brigade (you know who you are). Almost every edition of TRAIL contains some remark deriding body armour, face masks, sometimes even helmets. Whilst not favouring bright clothing myself, beneath my drab and scarred exterior is every bit of plastic and foam rubber armour and protection I can lay my hands on. Yes, it is expensive but a bargain compared to the cost of losing my livelihood through injury. I do plenty of trail riding and compete in the odd low key Enduro and fall off a lot. Perversely, my worst crashes have been on the trail and not the closed course. My very worst crash occurred whilst stationary, "my downhill side" foot failed to reach the ground and on reaching the bottom of the hill under gravity alone a very stationary tree rendered me unconscious, helmet and all.

P.S. I am unrepentant on face masks. When attached to the goggles they come off quickly and easily to greet fellow travellers (unlike helmet attached face guards), they protect from whipping branches and stave off chapped lips and cold sores.

Ian Firmin, Kent

Accommodation - not at this price!

I was disturbed at the tone of the letter from Peter Morris (p4 June) which I hope I have misunderstood.

My impression is that only TRF members are to be allowed to stay in accommodation offered for trail riders the purpose being to ensure that only TRF members can ride on Somerset lanes and then only when nannied by a local!

I thought these rights of way were there for all to use and that the TRF was protecting our interests. Not in Somerset! What comes next TRF vigilantes, keys to locked gates for locals only?, this is one slippery slope!

Motorcycling is for individuals not amateur bureaucrats intent on making more rules.

Riders from the more densely populated areas like going to Wales, Yorkshire, the South West because there are relatively large numbers of tracks in good terrain, ie: freedom and enjoyment. I like to ride on my own or with a friend or two and I can read a map so I don't need a guide. Please don't try to discriminate against us unless you can pinpoint a genuine problem with our behaviour. I know of none, do you Peter?

Graham Weekes, Warwickshire

First Aid

We'd noticed a tendency among some of the East Midlands group members to occasionally part company from their bikes whilst enjoying the pleasures of our chosen pastime. This, we noticed after careful study, was more liable to happen after the lunchtime stop, and not unassociated, we felt, with the consumption of large quantities of food so changing the finely honed and tuned balance of bike and rider - that was Pete Hiley's reasoning, and I, being a much less experienced rider than he, had to agree!!

Fortunately, the great majority of cases resulted in no more than a bruise, or re-shaped handlebar/lever/footrest, etc., but having heard a few horror stories of broken bones, concussion, etc., and having just completed a week long First Aid course, I asked the instructor of the course if he would be kind enough to give us a brief talk on basic First Aid treatment, particularly associated with what we might encounter whilst Trail Riding.

So, at our July meeting John Morley (not yet a TRF member, but I'm working on it) spent half an hour outlining the basics of what we might be able to do to help someone needing First Aid, bearing in mind the equipment we might have available, and the circumstances in which we might find ourselves. I won't attempt to precis the excellent advice John gave us, or even the question and answer session we had, but I thoroughly recommend that you ask your local St. John Ambulance, British Red Cross, or St. Andrew's Ambulance Association if they can do a similar talk for your group. Failing that, or even to complement it, there is a First Aid manual, set out in "coffee table" format (ie: easy to read and plenty of pictures) which I again recommend you get hold of (again available through the above groups) and make available to your members on club nights or even on club runs. It covers most accidents or conditions which you may come across at home, at work or at "play" and everyone who had a look at it at our group found something useful in it.

Hopefully you'll never have to use knowledge like this, but its like punctures and breakdowns, there's always a possibility, and although you may not have all the tools and equipment you would like, you can usually patch something up (no pun intended) to get your bike, or your mate, back home.

Ride well, have fun, be safe.

Pete Bligh, East Midlands Group

"New Member"

Here are a few observations from an unusual "new member". I have been a member of the TRF on-and-off, for nearly ten years. The breaks, an odd year or two, were due to a few spells of unemployment. During those years I must say that TRAIL has been a pleasure to read. In those many bikeless years I looked forward to TRAIL dropping through the letter box.

However due to a variety of reasons, (having no

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bike being one of them!) I only started trailing about January last year. I have two pieces of advice for the social member. One, keep up your membership. Two, get a bike, and get out there as soon as possible! Three, use any means possible to buy a bike. Tell your wife/girlfriend that there is no need for the new car/kitchen/extension/house, etc., etc. (OK ...I meant three). You must go to your local group meeting, they are interesting and informative. You will have to go a long way to find a more helpful, welcoming and pleasant set of maniacs.

My first trail involved riding from Manchester to Hawes, trailing all day and riding home. It rained ALL day. I was on my bike from 7.00am to 7.00pm. I was riding for 12 hours, and wet for 11 of them! Guess what, I couldn't wait for the next one! I will never forget Gayle Beck, at the end of Cam Fell Road, as a raging torrent which looked about six foot deep! I went on a few more drier trails, and looked forward as usual to my TRAIL. What a disappointment! In the March 1992 No. 164 TRAIL the editor comments on the P.C. Taylor saga. A novice (me), just starting his trail riding reads the editor commenting about "the new guy ..trail bike ..indicators ..large tail light" in a negative way. The problem was, I thought: That's me! I would like to say that after 18 months EVEN on a "trail" bike, I have had a thoroughly enjoyable time. The bike is still a trail bike, despite Gatescarth, Walna Scar, Artengill Beck and a few other places I don't know the names of. The bike still has indicators and is legal, (although I have changed to enduro tyres). There seems to be an infinite variety of "trail riders". There are old ones and young ones. There are some who want a trail bike. Some need their bike to travel to work, and a trail bike may be the best solution. There are others who want to ride enduro bikes, and others who like to ride trials bikes. Everyone has their own reasons for choosing the bike they ride, and the way they ride it.

Alan Hodson, *The Novice, Lancs.*

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From Trail Riding on a Shaft Drive Yamaha to my First Public Inquiry

Now that I've attracted your attention and you are all sitting comfortably, I'll begin.

As a member of the Loddon Vale TRF I was intrigued by the more experienced (I won't say older) chaps referring to the definitive map. So this resulted in me travelling to Aylesbury to County Hall to inspect the said map. After filling the day visitors book I was sent to the 5th floor where I said that I wished to see the definitive map. "Which section do you wish to see?" I was asked. Being naive, I had no idea that it was split into sections, so thinking on my feet, I said that I was not sure which number it was, and was assisted to find the part that I required. I also inquired about green lanes, and something called Unclassified County Roads (UCR's). I was then given quite an informative lecture concerning RoW and road classification, after which I said to myself "Does this guy know his stuff!!".

Little did I really know!!!!

I rode away on my Yamaha T80 step thro, rode some legal green roads with my quest for more knowledge whetted. March 1992 saw me attend the RoW workshop at Derby where I gained a wealth of useful knowledge, plus an appetite.

I read in the local paper in February 1992 that part of the Upper Icknield Way was to be reclassified from a Bridleway to a Byway. (I had already noted that it was a UCR anyway). Good I thought, progress for us. Then letters appeared in the local paper, one gent in particular stirred up the locals of which the press gave great publicity. I wrote a 3 page letter of A4 but it was not published "due to lack of space" according to the editor. So, when I saw that a Public Inquiry was to be held I said to myself "Here's your chance".

I started my research in Aylesbury county library looking for old maps. Having established myself as a bona fide researcher, not just a "looker", I was shown maps which were normally kept under lock and key. Five visits there, three to my local library (High Wycombe), one visit to Oxford County record office, two visits to Bucks County record office yielded 22 copies of maps dating from 1770 to 1924 showing the Upper Icknield Way as a road. I might add that Aylesbury library were extremely helpful and co-operative in photocopying old delicate maps for me.

Anyhow, armed with these, and grateful advice from Tim Stevens, Martin Harding and Bill Riley, I proceeded to write proof of evidence for the Inspector. I also contacted Dick Sutton from Wales who had been involved with the inaugural TRF run which took in this route and who said that he would try to attend.

Monday 24th May, one day to go and I received a telephone call from Dick saying that he will be calling in at the Inquiry on his way home from the BMF rally.

Tuesday 25th May, "D" day, after signing the attendance register, I had a quick chat to the Bucks Bridleway Officer who I met at the Ridgeway Inquiry, from whom I learnt that another lane called Old Oddley Lane, had been claimed as a Byway by two horse riders. I learnt that this claim had been rejected by the council, and it was one that I had been looking into as well. However, there is a twist to the tale later.

There were two supporters for the Order, Bucks CC and myself. Of the 59 objectors, no one was prepared to stand up and challenge the order.

The Council batted first, their evidence was briefly as follows:

- 1) The enrolment volume containing an official copy of the Bledlow Inclosure award.
- 2) Bledlow Inclosure map.
- 3) Minute book of Bledlow Inclosure Commissioners.
- 4) Certificate of completion of public carriage roads 1815.
- 5) Map of Bucks 1825 A. Bryant.
- 6) O.S. map 1st edition sheet XXXVII.

These documents were supplied and verified by the county archivist. One written objection was from "good old" friends of the Ridgeway, who claimed that the 1812 Inclosure Act was invalid because it may not have been properly executed. However, Bucks CC had a photocopy of the 1812 Oxford Times paper showing the award advertised in the public notice sector.

My turn came, as I walked to the front with my briefcase and folder of maps there were a few sniggers, which made me more determined. I started by telling the inspector that I was an amateur and consequently had not received any formal training which he accepted. Then I proceeded with the section of the Wildlife and Countryside Act (WCA 81) on which I based my evidence. Part III Section 53 para. 3 c(i); gave historical background information from Encyclopaedia Britannica, and extracts from two books on the Icknield Way. I then produced 22 maps dating from 1770 - 1924, also extracts from the O.S. manual about spot heights along selected roads. Included was copy of a previous inspector's report that mentioned spot heights

and Bench marks along roads. My conclusion was that 22 map makers had not all made the same mistake, and therefore they had drawn it as part of the transport network at the time, that is a carriageway, and consequently should be classified as such.

When the Inspector asked if anyone had any questions, you could hear a pin drop! Nobody queried my evidence!! I was then excused but asked if Mr. Sutton could speak as he had arrived late, and as he lived in Wales would this be possible? Dick was then allowed to give evidence, again no questions.

12.15 all finished. I will add that the solicitor acting for the council, council admin. officer, plus five members of the public who had been opposing it came up and congratulated me on my presentation and content. In fact one person asked for advice on a problem with a new landowner who had built a brick wall across a bridle path, to which I said yes.

Finally the twist about old Oddley Lane is that Bucks CC solicitor said to myself and the Bucks Bridleway Officer, that in view of the evidence supplied, (namely they were surprised at the number of old maps that I produced) showing the lane in question as a road, she was going back to the office to tell the committee to re-open the file. Ah well, more research for me.

Anyhow, Dick and I had a very pleasant well earned lunch in the "Boot" just down the road as did the council. Finally I would like to extend my sincere thanks again to Tim Stevens, Bill Riley and Martin Harding for their help, support and advice, and to Dick Sutton for moral support and for giving evidence.

P.S. I have just heard that the order was confirmed as Byway.

Chris Harworth, Bucks, Tel: 0494 446198

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Public Relations

Public relations is a vital part of our existence and the key to how we are perceived by others. Public relations can take on many forms and should never be underestimated.

One of the main aspects of PR is advertising in all forms, from the way we are seen out riding, and the way we behave, to the way we dress, and the way we correspond and communicate with people we meet, to articles and editorials in the press, and the way we present ourselves at enquiries. Fortunately for us we have some very good guys to support us at National level in these matters.

I have to date not had the chance to meet Brian Wright, but I appreciate the huge task and responsibility he has and offer him every support in "selling" the TRF to the public at large.

My job involves selling, I sell machinery to many countries abroad. But we should not forget that in our own ways we are each selling. We "sell" ourselves to others, and how we do this will affect how we are received.

The Southern Group took the plunge to appoint me to fill a vacant spot in their Committee, that of Chairman, and whilst very flattered I quickly realise that I have strengths and weaknesses in fulfilling that role. I have to develop leadership qualities, something I have not had to do before. On the other hand it is easier for me to see the obvious strengths in our club, and realise where I don't need to compete. I have to compliment an existing excellent core of dedicated and experienced people. I see my role as developing the PR side, and this is where my selling experience should help.

The Southern group does not charge for membership, we can raise sufficient funds for our needs by "Runs Fees". We charge £1 for members and £2 for non members, and also from donations from Marshalling at Horse Enduros. This is good PR work.

I have put forward ideas to add variety, if wanted, to our bi-monthly local runs. We are now discussing the possibility of more weekend visits to our friends over in Wales and also to the Midlands and to the North of England. The interest is there, we just have to put it together.

I have also suggested a Barbecue at my place in August to bring together our "motor cycle widows" - I shall let you know how this goes. If it is successful I hope we can make it an annual event. Again all helping to sell ourselves even if only to our "other halves" !!!

I am also proposing some annual club prizes, eg: Best run of the year, etc. Costs of providing these prizes will be minimal, but I hope they will add to the enthusiasm and enjoyment of being associated with the Southern Group TRF.

These are some of our latest ideas, all different forms of PR. What are other clubs doing, can anyone offer experience of winter meetings using invited speakers to talk on subjects of interest to our members - does it cost anything?

Malcolm Godbold, Southern Group

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TIPS

Machine Preparation Tips

- 1) All carbs have a float chamber vent drilling on the side of the body, usually with a length of tubing attached. Extend this up under the tank using a piece of tubing and a short piece of biro pen tubing.
- 2) Drill and tap a grease nipple into one end of the back brake pivot for the lever and a cross drilling in the appropriate place along the shaft hearing surface.
- 3) When running low tyre pressures with security bolts, leave the valve stem nut loose away from the rim so that if the tyre does creep round a little it will not nip the valve stem from the inner tube.
- 4) Lower seat heights and centres of gravity by removing foam from under the seat cover or by running a slightly lower profile rear tyre, ie: 120/80 instead of a 130/90 where the difference in width is about 0.5 inch but the height is about 1.5 inches.
- 5) When reconnecting electrical connectors fill the female end with silicone grease - this will keep water and moisture out under the most arduous conditions. Also fill switchgear with the same grease.
- 6) Should you find that there is insufficient adjustment left on the brake levers and that shoe replacement is inevitable, cut strips from a steel drink can and wrap this around the fixed post of the shoe back-plate, reassembling carefully and ensuring that there is a suitable amount of friction material still on the shoe. This is good enough for another 1000 miles or so.
- 7) As a makeshift chain slipper, tie-wrap a redundant or wornout socket onto a suitable position on top of the swinging arm, beneath where the chain runs.
- 8) Use grease unsparingly to fill holes where water may collect and ingress, and around the lip seal of the air filter cover, the seal between filter mount and carb intake and around the inside base of the air hose so as to catch and hold debris that gets into the air box.
- 9) Extend the crankcase breather pipe up underneath the tank or the highest possible position so that water will not be sucked in if stuck in mud and you stall.
- 10) Purchase a spare air filter so that you always have a spare preoiled one in a small bag in your pocket in case the one on the bike gets wet.
- 11) Use Loctites "Lock-n-Seal" on air-screws and tickover screw.
- 12) My bike should use a 300-21 T61 Michelin on the front but having measured the depth of the knobblie you pay more for less. I prefer the extra 0.5 inch by using a 275-21 T61 where distance per tyre is more important than extra grip when brand new only.
- 13) If the teeth on the gear lever have worn, permanently borrow some dressmakers pins from your other half or Mum, open up the open end of the mounting of the gear lever and insert the pins between the gaps. Finally clamp the mount tightly onto the gear shaft, using a longer bolt and a nylock nut if necessary.
- 14) For those of you lucky enough to have a hydraulic cable oiler, mix a teaspoonful of coppaslip with a light oil such as 3 in 1 for best results. For those without the right tool, use a small bag filled with the mixture, place the end of the cable into the back and secure the open end of the bag tight around the cable. Squeezing the bag will force the mixture through the cable.
- 15) Carry a spare gear lever in your tool kit.
- 16) Use a 35mm film holder for spare tyre valves, tail light bulbs, hand cleaner, solderless nipples, chain spring clips.

- 17) Use an old paint match pot with the integral brush applicator to brush on Hypoy 90 or 80 gear oil for lubricating the chain - saves space in your pocket and just as easy to apply.
- 18) Make use of an extra spring between the moving arm and the cable mount bracket to return the brakes to the OFF position.
- 19) Use a urine sample bottle to hold spare plug already gapped and ready to use.
- 20) When changing a hot plug, loosen with a plug spanner then a small length of rubber tubing slipped over the end to undo and remove it.
- 21) For those who use their trail bike for work and green laning and expect to have a good resale value, look out for a dented or scratched tank at your breakers for a nominal sum and use this for off road where an extra dent will not matter.
- 22) When not carrying passengers remove the pillion footpegs and/or removable peg brackets.
- 23) Sometimes the number plate, if mounted too far to the right, can reflect the exhaust sound and make the bike sound a lot noisier than it actually is. Moving it across to the left cures this.
- 24) Put a small tie wrap around the end of the sidestand spring - one where it mounts to the frame, the other where it mounts onto the stand. If one end comes off, the other end will be retained by the tiewrap.
- 25) If the spring of the sidestand scratches any paintwork - remove it and reverse it the other way around. Placing a rubber tube around it also helps.
- 26) For those with access to welding equipment, weld a longer pad or foot onto the end which should stop it sinking into soft ground.
- 27) If the sidestand is too low when in the up position, file or grind away a small amount at a time from the stop bracket.
- 28) Some aftermarket clutch and brake levers are too sharp on the top edge - file them down with a file until they do not hurt your hands.
- 29) When fitting new wheel bearings, use only ones with removable seals so that you can repack them in situ. Remove the seal which will be on the inside of the wheel hub and keep it as a spare.
- 30) Most accessory shops do clutch and drum brake levers and clamp on brackets as pattern parts. The brackets are ideally transported clamped to the handlebar rather than in the pocket, the clutch lever fitting either side.
- 31) Clean all grease or oil from under the throttle barrel as this causes drag and stops the carb from closing at the most inopportune moments.

RIDER PREPARATION TIPS

- 1) Carry a spare pair of gloves in case it rains.
- 2) Your local gardening centre do some cheap leather gardening gloves which fit nicely once the lining is removed.
- 3) Does your riding jacket feel too large when green laning but OK for commuting? The local sewing shop stocks poppers and hole enforcers so that you can tighten cuffs and collars.
- 4) Eat bananas before a ride - lots of energy and they digest slowly.

Compiled by Tim Gooderson with help from Paul Maddox, Kent Group



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OFFICERS REPORTS

From the Chair

I would much rather be enjoying the countryside on my XR200, than spending my highly valued spare time sat in meetings discussing access and other related matters! A somewhat bold statement from the chairman, but if we are to continue to enjoy our recreation in the countryside with the increasing external pressures on us, representing the TRF and our views at local and national forums is of vital importance. Resolving problems through discussion can be very rewarding though.

For example Derbyshire County Council under pressure from nearby residents have recently been considering placing a total Traffic Regulation Order on Wellingtons Monument (RUPP 1 Baslow). This is as a consequence of the AWDC trying to get large boulders removed that had been deliberately placed to obstruct their passage. After discussion at our annual Peak Park Liaison Meeting and further written representations, pointing out we had been using the lane for over twenty years without any real problems, the DCC have decided to place a partial TRO on the lane, which allows continued responsible motorcycle use. Where we can demonstrate that we can be part of the solution, rather than part of the problem, we will continue to overcome some, if not all, the threats to a pastime. If we all made that little sacrifice of our spare time to represent the TRF locally or carry out Rights of Way Research for just a couple of days a year, we would find the TRF experience much more rewarding, and expand our influence considerably. What are you going to contribute?

Due to problems with the LARA distribution of RoW notices and work pressures, Tim Gooderson has reluctantly decided that he can no longer receive the London Gazette on our behalf and distribute Rights of Way notices from it. We are therefore looking for a volunteer to take over this important task. The job entails scanning the Gazette (published every weekday) for notices which could effect green lanes and sending copies to our county based RoW Officers. From personal experience it involves about 2-3 hours work per week maximum. I will be temporarily carrying out this work until a volunteer comes forward. Thanks to Tim for efficiently carrying out this vital work.

The Executive Committee have been aware for some time that we needed a "permanent" address for the TRF. This being needed specifically for publishing in books and magazines, etc. which will have a long time span of exposure. To overcome this problem we have taken out a Post Office Box in Derby, which will be serviced by the East Midlands Group, who will then forward all communications to the relevant officer. Please note **the Box is not for internal communication within the TRF.** For information the address is:- Trail Riders Fellowship, P.O. Box 196, Derby DE1 9EY

Richard Marshall, Chairman

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GROUP NEWS

Northumberland

Northumberland Group now meet at "The Beamish Mary", No Place, County Durham. First Tuesday starting from September

All South West Groups - South Western Regional Meeting

Cossington Village Hall has again been booked for a meeting of the South West Region of the TRF, 4th September 1993 at 10.30am. The format will be the same as previous meetings so let me know if you have anything you particularly wish to discuss, or any ideas you may have to make the event more enjoyable. Invitations are again going out to all S.W. group reps and RoW Officers, plus our national officers and those who attended last year. All members in S.W. region are invited and it is hoped all groups in S.W. will be represented.

There is no restriction on the number of TRF members attending, all are welcome. Hopefully there will be at least two from each group and again a donation of £5 per group should cover expenses including tea and coffee. I will reserve the room at the Red Tile Inn for lunch so please let me have a rough idea of the numbers joining us.

Cossington is approximately 4 miles East of M5, Junction 23 North, Bridgwater. GR ST 360402. Take the A39 towards Glastonbury and look out for the left turn. See you there or get in touch if you have any queries.

Peter Banks, Somerset

Dorset Group News

1) Charminster Lane (Byway claim) - DCC have sent a letter saying that if the claim is successful, they will propose a limited TRO, excluding cycles and motorbikes.

Dave received a letter on this subject from Mr. Birchenough, of Yellowham Farmhouse, saying that our application is "thoughtless and self-indulgent"!

2) UCR Knighton Lane - Dave received a letter from DCC re the obstructions, making excuses as to why the Area Surveyor has done nothing. Dave will reply.

3) An application was made to the National bursary fund. Nothing has been received to date, but following a telephone conversation with Dave Giles, Dave Greenslade expects a cheque for £100 in the post soon.

He also expects news soon on his application for a P.C. for records work.

4) The following modification orders were received:

- (a) Byway claim at Alderholt.
- (b) Footpath deletion at Beaminster.
- (c) BR/Byway and FP mods at Stourpaine.
- (d) FP modification at Hanford.

5) Horse Trial at Wilton house, 21st and 22nd August. Anyone wishing to help please ring Russ Sherwood, 0202 575739.

IN ANSWER TO A QUESTION OFTEN ASKED

Best photos for the mag are from black and white prints when available although coloured prints are acceptable, but please, no slides.