

## GROUPS

### BRISTOL

Ian Hingley, Tel: 0272 567509  
2nd Monday, Warmley Community Centre,  
Deanery Road, (A420), Kingsworth.

### CAMBRIDGE

Richard Palmer, Tel: 0355 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 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 866361  
Last Thurs, Liberal Club, Landguard 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

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### SOUTHERN

Euan Harrison, Tel: 0962 733781

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### SOUTH WALES (WTRA)

Bill Kershaw, Tel: 0633 895241

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### SWINDON

Pete Owen, Tel: 0793 750557

1st Wed, Jacobs Ladder, Stratton St. Margaret, Swindon

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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

SEPTEMBER 1993

No. 182

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

EDITOR: Mike "Nettlebed" Pedley.



**Coast to Coast '93.** Derek Collins tackling steps in the North Yorkshire Moors.  
Picture by **CHARLIE MORRISS.**

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

**CHAIRMAN (ACTING)** ..... Richard Marshall, 1 Burlington Close, Breaston, Derby DE7 3UB  
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**SECRETARY** ..... Peter Ballard, 210 Spring Meadow, Clayton-le-Woods, Leyland, Lancs. PR5 2PP  
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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

Apart from the fact that we are 'affiliated' I have always assumed that the TRF has extremely close links with the BMF. Perhaps its just that I read their magazine and it often contains a contribution from our RoW Officer. Or is it that Geoff Wilson is an ardent TRF member and BMF Director (or was!), not to mention our own Don Lewis - now BMF Chairman!

So what is going on in the BMF? Rumours abound - resignations are rife, and no doubt a lot of us are getting the wrong end of the stick! Any chance of an update Don/Geoff?

Whilst one organisation flounders, another flourishes - I refer to the latest TRF group to apply for official recognition, the Ribble Valley Group. As reported in last months issue the inaugural meeting was a great success with 28 members attending and joining and all official posts filled. This is another group in the North West but Lancs/West Yorkshire is a large area and I am sure all groups will co-exist and hopefully co-operate and extend the RoW work.

Is it too early to start badgering you all about this years AGM? We might squeeze out the October issue just before the meeting, but then you'll have made arrangements to go riding, take the wife out, clean the car, watch telly - anything but attend the most important date on your calendar! This year it's back at the Motorcycle Museum close to the NEC, Birmingham. The date is **SUNDAY 24TH OCTOBER, START 11AM, BE**

**THERE IF YOU CARE** (about the future of trail riding).

Finally, I hate to be the one to lay a lively debate to rest but lets agree to differ on the issue of clothing. I am sure if the wax cottons could cleanse their gear of fifteen years of mud and BO they would - just as the circus/parrot men would buy more environmentally conducive colours if they could - but neither can - so as M.A.G. say, Ride Free, (brothers and sisters) and argue about summat else!

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## ROW NEWS

### Teeside

I had the opportunity to ride Black Hambleton Drove road recently on my mountain bike. This RUPP has been closed for nearly six months after a road closure despite the council being bombarded with objections. The northern start of the lane has been tarmaced while the southern section by a wood has been left, yet this was suffering by far the worst under prolonged use by heavy vehicles. There seems to be no attempt to repair.

Having ridden Black Hambleton I attempted to ride a bridleway to the nearby village of Kepwick. Not only was it badly waymarked, it was terrible to find. It's no wonder we find ourselves sharing our meagre network of vehicular RoW with so many, it's the easiest to follow!

*Leo Crone, RoW Officer, Co. Durham*

### RoW News

Ramblers have been in my mind of late, and perhaps this is not so surprising in view of their review of my Road Research booklet (£5 post free) in the pages of 'Footpath Worker'. They liked it. Perhaps one day our own editor will review it for you all... The other reason they have been in my thoughts is that I have been for walks. Proper walks, using Pathfinders, and following the little green dots, in wildest Somerset, and flattest Lancashire, and every time with other TRF members who perhaps should remain anonymous. Going for walks is not an activity that all members would want the world to know about; it could lower the tone of the whole neighbourhood if word got out that there was a pedestrian in the street.

As I walked I tried to put myself into the frame of mind of a Rambler, and I began to develop some sympathy for their ideas about access. As we tip-toed wearily across fields of potatoes, twisted our ankles among the ridges of carrots, and crunched our way among the six foot stalks of soya bean, with not a trace of a signpost, or a waymark, or a metre wide strip left unploughed or reinstated, it became more obvious why many walkers prefer to use unclassified roads. After several efforts at clambering over the remains of rusty gates lashed together with barbed wire and overgrown with brambles, thistles and

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nettles, the notion of long distance routes which were properly clear and open became more and more attractive, even if they had to run along vehicular routes. One thing was very clear, and that was the fact that some of the routes we walked were not in frequent use, and perhaps the message is underlined by the fact that almost all of the other walkers we met were on tracks kept open and clear by the passage of vehicles.

'Distancing ourselves' seems to be the flavour of the month for some TRF members, at least for those who rely more on first impression rather than reading the constitution. 'The TRF will work with all others who have similar aims' it says here, 'and co-operate with all countryside users...'. That covers drivers of other vehicles, but it also covers walkers. Perhaps it is an opportune time to send a dove of peace to Walworth Road, (HQ of the RA, but of course you knew) with the following suggestion:

'If we actively support your call for footpaths to be properly available, and offer our assistance where it would be useful to clear undergrowth and sort out problems, would you, in return, be prepared to encourage your members to use those routes more? Then they would have less need to walk on our routes in preference to footpaths. Even if they did feel the need to walk on roads, perhaps they would remember our support for their special routes, and have some regard for our need for routes which are special for us.'

Or are my spectacles glazing over with a pinker than usual hue?

Another couple of thoughts were set in motion by the walks. Some of the footpaths were shown on the OS map as following routes which they had not followed in living memory, and some in impossible places. Would anyone ever wade for pleasure or for travel along the deep sludge in the bottom of a drainage ditch with their heads well below the level of the open fields on each side? Would anyone bash through a hawthorn thicket down a near-vertical bank when there was a gate which actually opened a hundred yards away? Perhaps someone at the OS has noticed that several of the footpaths seem to be extra to the used routes, and to compensate has decided to miss off a few unclassified roads?

You don't tend to see walkers dressed as redundant parrots, and I think I know why. Perhaps the reason has something of relevance to trail riders too, and perhaps not. Only you can tell. If you were to follow a day of definitive footpaths wearing trendy plastic gear, by lunchtime you would look not so much like a parrot, in or out of a job, but like the character in Mikado who sang of his 'shreds and patches'. Barbour thornproofs are certainly drab, and even old fashioned enough to be worn by royalty, but thornproof they certainly are. Many a blackthorn thicket has been forced aside by a trail rider in his scruffy waxed cotton, and many a parrot-fancier has waited at the back of the bunch to keep his flash gear from being shredded.

When you really get down to it, though, it is not what you wear that counts, it is what you do, and what you say. You can wear a top-hat and tails and if you don't go slowly past other users you will still be a yobbo, and even though you look like a redundant scarecrow as you wait to hold a gate open for a distant group of walkers you will still be a gent. Or lady, of course.

It is a pity that the piece in last month's TRAIL about what to do when stopped was so short. What was not said was this:

If you are challenged on a lane that is on the map as a bridleway or footpath, you must be able to give a good account of yourself and of the vehicular rights you rely on. As long as you can explain that you have evidence that the route carries higher rights you should be in the clear. But what if you are then challenged by, say, a Ranger saying 'Prove it'? What I would do is to say something like this -

'Give me your name and address, and I will write to you with details of the evidence I have to hand. If that isn't good enough you are invited to take me to court for riding on a bridleway, and I will be able to put my evidence before a magistrate.'

This gives you time to get your act together, to make sure that your pile of old maps, or whatever, is as big as possible, and you can also use the opportunity to get in touch with your local members and even the regional or national officers to see if any other evidence could be added to your heap. For you to go down the prosecution needs to show that you were not riding on a road, and all you need to do is to raise a reasonable doubt. It is not necessary to prove anything conclusively, whatever the Ranger or even the Footpaths Officer might say.

And it should go without saying that if you created the suspicion, it is you who must sort it; officers are there to help you, not to do the work for you. The last thing you must do is to telephone the Ranger and admit that you can produce no evidence. This

means that you have not been following the TRF code of conduct, but worse even than that, it means that the work of convincing all the rangers on behalf of other members anywhere is made even harder. If there really is no evidence, there is no place in the TRF for you, but if you just could not be bothered to look or to ask, you have shot yourself in one foot for not having the information to hand on the day, and in the other one for wimping out and crawling to the Ranger empty handed.

If you really do not have a clue where to start looking, come to the TRF Training Workshop on November 20 and 21. Organised by TRF members for TRF members, this will look at the details of rights of way lore and practice, and give you an opportunity to practice new skills as well as asking about the things that most concern you. Held at one of the nicest

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centres in the country, the Railway School in Derby, the weekend should appeal to all who want to put something back in to the TRF in return for all those punctures, broken levers, and dented tanks that you enjoy so much. You might even learn how to deal with wayside enquiries from nice ladies in landrovers.

Two places are already reserved; perhaps you can work out who for ... See you there!

*Tim Stevens*

#### How About TRF?

The Countryside Commission needs volunteers for a survey of the country's rights of way. This entails identifying the rights of way to be surveyed; then checking the legal definition of the rights of way; and finally travelling the route, making notes.

Contact Ruskin Hartley at Travers Morgan Environment, 2 Killick Street, Kings Cross, London N1 (071 278 7373).

*Daily Telegraph, 1st September 1993*

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## LETTERS

### Bikes!

The XT600 is presently off the road, but not how I would like it to be. Both my new and old hubs were starting to lose the tight fit on bearings, too little metal to ream out and fit a steel insert (unlike my brother's DR) it eventually led to studs locking the bearings into the hub.

While fitting a new clutch the old gasket fell apart so off to my local dealer to get a clutch gasket. A brief conversation revealed the Yamaha spares network in CHAOS!! The dealer has had gaskets on order for almost seven months. So options are buy a complete pattern gasket set, wait or make my own. So started the great gasket paper hunt, two days and twelve shops later I obtained the correct thickness and size paper. Next evening all the ingredients were assembled ready to cut my first gasket the next day. Luckily I was saved the onerous task by my nimble fingered girlfriend Jane - *I bet, Ed.* - who cut a very good gasket first go. It's all ready to assemble as I write.

*Yours with greasy hands, Leo Crone, Co. Durham*

### Barbecue

Readers may recall in the August edition of the mag that the Southern Group was to have a barbecue. Well the great day arrived and the weather was kind to us. It wasn't raining and pullovers were supplied at no extra cost. Anyway the 'barbie' was held at Malcolm Godbold's house as it is the tradition of a new chairman to hold such, little did he know he is the only chairman we have ever had.

Malcolm went to great trouble visiting rubbish dumps and wood yards to make a replica MFI smoke oven and we were supplied with a constant stream of kebabs, chicken legs, ribs, sausages and would you believe smoked trout and to finish off with trifle or lemon meringue pie.

Malcolm even went to the effort of putting up direction signs at various road junctions guiding us to his residence. He needn't have bothered, all you had to do was look for the smoke.

After the eating and to help the food go down it was decided a game of French cricket was in order. This was great fun and drew out the true nature of people and some great athleticism was witnessed, especially from those lying on the sun loungers!! Some of the fielding was really rapid - shame it's not the same on the trail - only joking, must keep to the speed limit, um! What is it now Brian? Some members showed off their competitive instincts by walloping the ball really hard over the walls, by now the cat had run for cover and the sabre toothed rabbit cowered in his hut. One of these hard hitters is an enduro rider but I mustn't mention any names, anyway I'm not sure how many R's there are in Harrison also some of the fielders stayed in the pavillion/kitchen all the time, didn't you Malcolm Whiting.

Our musical hall star fast John Luton kept us amused, especially when he said he was thinking of getting a Harley Davidson, I don't think MT17's come in that size. He's currently got an XR250 the twin carburettor model. Incidentally he's thinking of selling the second carb as it never gets used.

Back to the cricket, probably, no definitely the biggest pratt of the day was myself, for when attempting to catch a high ball, I rapidly backed into one of those nymph like stone statues with a plate on her head (bird bath). Anyway it and me went crashing down and I sat on the plate full of water breaking it in two and got truly soaked, reminded me of getting caught out trail riding without your leggings. I was still wet five hours later on the way home.

Finally I must say what a success it was Malcolm, will we be back next year after ruining your garden? I know you and Eve put lots of hard work into it, thanks. There was plenty to eat and drink and we even met all the 'her indoors' we've never met before.

*Pete Wildsmith, Southern Group*

### Off to Canada

As I write this, my eyes are damp with tears of joy, sadness and trepidation as I will soon be riding off to a new life on the trails of Canada.

As I look back at the rain soaked, snow drenched, mud covered, ice coated, bog laden days, not to mention the rare sun baked days, I am filled with wonder. How could anyone love every minute of this? (I still think we are all nuts), but seriously, I would like to thank all the lads (& lasses), young, old, very old, alive and dead, who have given me such great times up and down the country. You are all invited to come and ride the trails of the Canadian Rockies as soon as I get them sussed (bring your own bear repellent), so start saving to visit the TRF Canada.

Meanwhile, enjoy your rides, fall off safely and keep up the good work. Thanks again. *Sid Ghent, The Cultural Attache of West Yorkshire*

### Thrills and Spills

There are, as the saying goes "Old riders and bold riders, but few old, bold riders!" In between, there are of course, all sorts of riders. Hopeless riders, good riders, very good riders, and gifted riders and you will know, after a few years which category you fall into. I consider myself a sort of er-average-rider, adequate perhaps. I get by in most situations, not always very tidily. In deference to my age and general debility I am a little wary most of the time. It's only too easy to risk life, limb, image and bank balance by overdoing it! I do not wish to add to or aggravate the lengthening catalogue of aches and pains caused by injuries sustained over the years.

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Riding a motorcycle is a risky business, more so than say, walking or playing bridge, less so than hang-gliding or steeple-chasing! Like most sporting pastimes the risk is part of the attraction and you pay your money and you take your choice. Moto-cross or speedway is pretty risky and hence pretty exciting. Riding green lanes is much less risky, ergo less exciting. This is not to say less enjoyable, Green Laning, as Alan Kind says in his excellent piece in a recent Independent, "... should be a gentle pastime". This implies that you don't do it for excitement or thrills but for other perfectly good reasons. I will admit that you do get a thrill from time to time and there is the odd exciting moment but if these are what you seek then green laning is not your thing!

There are still risks however careful you are but they are relatively minimal, you can be tipped off by a hidden rock or log, you can be "stripped" by a spiteful wild rose, you can be propelled into a tree or hedge by incompetence and make no mistake about it, that can hurt! I should know!

There are several ways to minimise the risks -

- a) Stay in bed; but bear in mind that more people die in bed than anywhere else!
- b) Take up origami; watch out for the raw edges of the paper which can give you a nasty cut and the sharp points of flying swans can poke your eye out!
- c) Stick to the TRF riding code; self explanatory.
- d) Wear protection; you can buy anything, the range is enormous and so are some of the prices. Amongst the paraphernalia you can get "Trials gloves - gossamer thin for extra sensitivity". Sounds fun! Then you can clip, velcro, strap or otherwise attach - boots with more steel than leather, shin guards, knee protectors, thigh pads, hip armour, chest and shoulder pads, elbow pads and a whole range of helmets and face protection.

The bare minimum would seem to be, boots, jeans, long sleeved shirt, open faced helmet, goggles and gloves. Some would consider this enough for an easy run in the summer and I would not argue. Enter rocks, ruts, steep gradients, adverse cambers and foul (or the likelihood of) weather into the equation and you need something more! Then it's your choice.

Then you can start on the bike, nowadays you don't have to worry about sharp ended levers, non-folding footrests and leg gouging kick-start levers! Mercifully they are a thing of the past, ball-ended levers and folding foot controls are standard on modern machines. Some already have face saving foam on the handlebars and anatomically friendly switchgear. But what about totally enclosed chains, spoke covers, all enclosing mudguards, wheel cages (like ice-racers). This government has already tried to introduce "leg shields", they may well have other "safety" devices in mind for "us" ... stabilisers (baby bike type), roll-cages, ejector seats? ...What next?

What's that you say at the back there? ...Oh, I see, you **do** ride slowly and sensibly, shedding goodwill and sunshine all the way! ...Good! Why do you need all that clobber then?

When all is said and done however, I reckon that you are more likely to get pneumonia than a broken leg on a typical winter run in this country!

*Ken One, ABOF (Hertfordshire)*

### **Willy Eckerslykes Thought For The Day**

Do not assume that the oil dripping from your new bike, MUST be coming from your chain oiler.

*From Experience*

### **A Trail Rider's Tale - Part Two**

In June's Trail magazine I broke off this saga at the point where I had just acquired a Honda XR200R. Once sorted this proved to be a very reliable machine with only one failing - the brakes were useless. I used to keep a special set of brand new pads just for the MOT, and rely upon incredible skill to control my speed out on the trail. Apart from the regular replacement of wheel bearings, chains, sprockets and oil there was little else to be done in the three years I owned the bike.

The most memorable riding with this XR was on a couple of visits to Ireland for the Dalcassian Rally. This is a rather unpublicised trail riding and Guinness drinking event which takes place most years in such places as Donegal, Mayo and Killarney. Both the drinking and riding are of the first order, but it was ironic that on the occasions I went I found myself having to act as run leader of parties of English, Irish and Ulstermen, navigating unfamiliar and usually boggy terrain with the flimsy one inch to the mile maps which are a standard issue over there. If you think that our 1:50000 Ordnance Survey maps are less than wonderful then it is only because you have nothing to measure them against.

In 1988 I replaced my ten year old XL500 with a second hand BMW R80GS, mainly for road use, but with a little trail riding thrown in. A ride out into Wales could be spiced up by coming home via the Wayfarer Pass in the Berwines, or some local trails. The bike had the advantage of only falling over to 30 degrees, when a cylinder touches down, but it would be foolish to go alone somewhere unknown since weight would prohibit getting unstuck.

The most dramatic trail ride I had on this was a two up descent of the Col du Jolie close to Mont Blanc. Only fear of the consequences of dropping the BMW with my wife on board kept me going for the five or six thousand feet drop over five or six miles of rutted, loose surfaced and hairpinned track.

In due course the XR200R was replaced by another, a beautifully restored machine which came up just as I was about to buy a DR200 for about £1000 more. The Honda had a home engineered front disc brake which looked good and worked well, transforming the bike. Now, with a working brake, there was little to fault, light weight traded off against the power of, say, an XR250, and there could not be anything much cheaper to run. Against the DR200 performance was about equal, with the Honda feeling more characterful, if less up to date.

I did try an XR250, but decided I still liked my 200, maybe prejudiced by a rather painful fall from the bigger bike when I crossed it up in some ruts.

In 1990 I got made redundant with not exactly a gold, but at least a bronze handshake.

A year earlier I had seen an Africa Twin over in France, the land of big trail bikes. I had been impressed. Although I did try out sports bikes, the CBR600 and VFR750, the riding position did nothing to inspire me. With cash to spend the BMW went and an Africa Twin was purchased. At £4200 on the road it was a bargain, albeit a very tall one. I am happy to report that after three years I remain very satisfied, particularly now that it has sagged sufficiently for my feet, which reside at the end of 31 inch legs, to reach the ground comfortably. The furthest I've ridden in a day was 450 miles from the Lakes to John O Groats, the wettest from Cherbourg to the Loire this summer. The build quality is excellent; power characteristics, comfort and riding position make it fine for long distance touring. The red, white and blue colour scheme plus the sheer size intimidate Volvo drivers insofar as that is possible.

Just one thing, I wouldn't ever take it trail riding.

I pretty well convinced myself that the XR200 could do anything a trail rider could reasonably wish for, and I suppose I still think that is true. Temptation is, however, a terrible thing. At the end of last year I saw the first reports of the new Kawasaki KLX250. It sounded fairly wonderful. After a degree of agonizing on the themes of it may be good, but can the cost be justified, what's wrong with the XR200, is it wise to buy a brand new model, etc., etc., I succumbed.

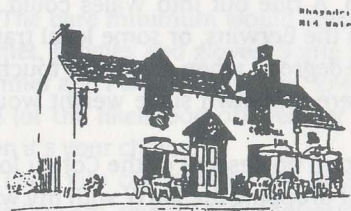
Cradeley Heath Kawasaki were persuaded to get one "road legal" for me, with speedo, brake light, horn and headlamp dip system, and still charge less than list price. It took them from March to May, but in the end they did it.

Initial riding on our rather nice local lanes by the River Severn proved free from disappointment. It was only on a more demanding Berwins run that the stall, fail to start when hot, syndrome appeared. It was still there when I took it to the Lakes, and proved a bloody nuisance.

Then I heard about the extra half turn on the air screw, which, on my last trip to Rhayader seemed to pretty well solve the problem. Now Cradeley Heath Kawasaki tell me there is a retro fit modification they will install consisting of a shorter needle and a new pilot jet. Hopefully that will provide the final solution.

Apart from that, the bike is very good indeed. It handles excellently, the power

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delivery is smooth and strong, and the light weight, only 3kg more than the XR200, is very much to my liking. It seems to like water, though I must say it is no more easy to drag from a bog on the Trod. I haven't quite sorted out the petrol consumption/range. At the moment I've a feeling that fuel usage is very good, but the tank is smaller than the claimed 8 litres.

All in all I am pretty happy with my current two machines, completely different approaches to the trail bike theme, so hopefully there will be little to add to my saga of motorcycle ownership for some time to come.

*Steve Pighills, Wyvern/Black Country TRF*

### **Isle of Wight Group Run to the Ridgeway**

As you may recall from Pete Woodford's letter in the July publication, he proposed leading an IoW group run to the Ridgeway. Because of the distance we would have to travel in order to ride the whole of the Ridgeway it was deemed essential to make an overnight stop. Now my idea of an overnight stop is a secure roof, a warm bed and a hearty FULL English breakfast. However Pete had made up his mind that we would revert to nature and sleep under the stars and that apart from refuelling and restocking water supplies we would rely on what we could carry!! Now we all know that a proper trail bike is not the ideal weapon for carrying camping equipment over rough ground, so some of us had grave doubts about the sanity of our LEADER.

As the proposed run date drew closer Pete had persuaded, one other "New Age Traveller", two probables and two definite maybes (me included in the last category). A certain amount of friendly persuasion took place until all six (Pete Woodford, Pete Mogg, Dave Mercer, Neil Linnet, Neil Ward and Myself) agreed to go providing Michael Fish gave his approval.

Saturday 17th July arrived bright and sunny, so with the last plausible excuse removed (bad weather) it was a case of taking the bull (XT350) by the horns and joining Pete and his fellow travellers at the ferry terminal.

It soon became abundantly clear that the additional weight had drastically affected the stability of both rider and machine with everyone making good use of extensive footwork to remain upright on the muddy lanes of the New Forest (some more successful than others).

Pete's initial concern about Salisbury Plain was well founded, when we arrived there were red flags and squaddies playing soldiers everywhere. The sound of machine gun fire in the distance encouraged us to crack on (I am not sure a helmet with an ACU stamp is good enough to withstand bullets). Incidentally the Plain has so many tank tracks crossing it that you need a satellite navigation system to stay on the correct Byway.

We arrived at our starting point (the Sanctuary) on the Ridgeway at about 4.00pm and because of the voluntary restraint on riding the Ridgeway on Sundays, I hope it is not downgraded after everybody's efforts, we needed to complete our ride and find a camp site before dark if possible.

We completed the run and found somewhere to sleep, just off the Ridgeway but close to one of the drinking water taps, we pitch camp and cook our bangers on a disposable B-B-Q. The secret now was to try and get some sleep ha! ha! The hardness of the ground and the drop in temperature made it difficult for some to get any sleep at all, but myself and Dave had taken sleeping bags so we did manage some sleep. Everybody was keen to get up at the crack of dawn (5.00am!!). Breakfast was again on another B-B-Q, these proved quite successful because they are light to carry and require no cooking pans.

We got moving at about 7.00am and spent a couple of hours exploring lanes around the Ridgeway area before travelling back to Lymington the same way as we came. The weather did let us down as we completed the last lane in the New Forest.

Once on the boat we all agreed that the trip had been a great success, although we all learnt a few lessons for next time(?). I am sure that if another trip of a similar nature was organised it would be well supported providing a good weather forecast was promised.

I would like to thank Pete for his foresight and hard work in organising the run - **well done Pete thanks from all of us.**

Roy Groves, Cowes, IoW

### Letter From The Netherlands

You are very fortunate to have the legally recognised right to ride trails for pleasure. We wish the TRF all possible success in establishing rights of way.

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We have enjoyed our trip to the north of England enormously. We used a Honda NX250 and a Fantic 80 Enduro for the wonderful trails that Tim Stevens had pointed out to us.

Coming from a country where even a mole's hill stands out at the horizon, the terrain took some getting used to. Tim's experience helped and boy did we enjoy it.

The Gatescarth Pass, again under invaluable guidance, proved to be quite a match for the Fantic as it has to be kept on the boil to run at all, let alone tackle a track like this. But it got there and this is, especially for a low-lander, a hell of a road!

The NX was most suited for routes like the Pennine Way. Easy to control, quiet and very comfortable. Although the standard road-type tyres of the NX were a nightmare, particularly since it was very wet that week, this bike needs very little

mods to be ideal for this kind of riding.

All in all it was a great success and we shall surely return.

Peter and Bernadette Bosman, Boeier 02-08,  
8242 CC Lelystad, Netherlands

### Help!

Have any readers experience of Trail riding in New Zealand? Two of us are having two months there in February and March 1994. We need contacts in New Zealand, eg: where to buy or rent bikes, people to show us trails, places to stay, etc., etc., HELP!!

John Metcalfe, Rochdale, Tel: 0706 365822

### Get Writing

I am the Essex Rep for the TRF, I have been a member of the TRF for the best part of two years and have enjoyed what we have done very much. Our group is very active more so in the winter when there is more mud about. We get out nearly every weekend on the local lanes in Herts, Cambs and Essex, we also do weekend runs in North Yorkshire and Wales.

In addition to this we have also for the past two years done the TRF stand at the BMF Rally at Peterborough.

With all we do I am still a little surprised that a lot of people in the TRF refer to us as the MOTO X boys from the Essex Group. I admit most of us ride the best bike for the job (Enduro Bikes) and nearly all of us wear bright clothing, I think it has been referred to as SWEETY WRAPPERS. Let me point out a few facts. Like the rest of the TRF, we

slow down or stop for walkers and horse riders we also try to be diplomatic with land owners when we know we are in the right and we don't use the same lanes every week.

I and many of my friends have ridden with other groups and their runs are no different to ours, we are out to have a good time and a good ride.

When I receive my magazine, I browse through it to see who has written the articles. I must admit that one or two of the regular writers must live on a different planet to me. I think that some of the members of the TRF do a very good job fighting against lane closures and maybe there are not enough people writing in with articles, but come on this is 1993 not 1963 lets get with it and give the boys from the old school a rest.

This letter is a call to the many people

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out there to put pen to paper and liven up the TRF, I am sure there are plenty of members out there who have some fresh views and stories to tell.

The Essex Group meet on the 4th Tuesday of every month at the Green Man Pub on the A120 in Takley, just outside Bishop's Stortford.

*Mark Kinnard, Herts*

### Trail Riding in Scotland

Having seen the ad. for Biketours Scotland in Trail magazine, I decided to find out more. A special offer break tempted me to book a three day tour complete with bikes, gear and accommodation for two of us.

We travelled up overnight to our starting point north of Aberdeen, taking a surprisingly short eight hours from Nottingham, then got a few hours sleep in the car before picking up the bikes. Martin Kirk of Biketours had already issued us with suggested route and trail details so some initial planning/preparation had been possible. At first the trails were quite tame but my brother found them useful as he only has limited trail riding experience. Distances are deceptive in Scotland and we soon found that road miles were consuming too much trail time. At this point we decided to omit some short trails and made for Ballater. Here a series of trails gave us 4/5 hours of excellent tarmac free riding, the highest point reached being nearly 3000 feet.

The following day took us over the Corryairack Pass which has suffered some serious erosion at the Fort Augustus end, but this extra challenge made it even more memorable.

The third and final day of our trip took us into the mountains near Spean Bridge where we spent several hours trying to negotiate a link between two tracks, but eventually had to turn back due to a shortage of time. It was then a case of road riding back to Aberdeen via some quiet and scenic main roads.

The return to Nottingham was made the same evening to end a busy and very enjoyable three days.

The bikes were a KMX125 and XT350, both extremely reliable over the three days.

The B & B accommodation provided in both instances was excellent.

The weather over the three days was probably the best of the summer - and that was free!

*S. Patchett, Nottingham*

### BMF Fights Charges on Britain's First Toll Road

The BMF is fighting plans to charge motorcyclists for using what will become Britain's first major toll road.

The organisation is demanding that motorcyclists should have free access to the 27 mile Birmingham Northern Relief Road due to open in 1998.

The BMF has also told contractors Midland Expressway Ltd. that any motorcycle toll, if charged, should be on a pro-rata scale to that for a private car. This should be no more than one-third of the car toll.

*BMF News*

### Government Anti-motorcycle Policy angers British Riders

Motorcyclists are furious over the government's anti-motorcycling posture, carelessly exposed in a Department of Transport consultation document.

Despite a declared neutral attitude towards motorcycling, the government's Consultation Paper on New Driver Safety marks an about-turn in official policy which has enraged the 110,000 member British Motorcyclists Federation.

In exposing that the government wish fewer people to take up motorcycling, the document says, "It is important therefore that measures taken to protect the car driver do not result in a transfer to motorcycling and thus perversely increase the risk of accidents".

Trevor Magner, the BMF's government relations executive, said: "The document clearly shows that the government are anti-motorcycle, pro-cycling and that new regulations shouldn't be too hard on car drivers after all. It's a betrayal of their supposedly even-handed attitude."

*BMF News*

### NOTICE

#### STOLEN RECOVERED KMX200

Bradford Police have recovered a green KMX200 with 1992 and 1993 TRF membership stickers and bark-busters. They believe it was stolen locally but cannot find an owner.

If you recognize this bike, please telephone PC2684 BOSTOCH on 0274 373088 (stolen vehicle squad). If he is out ask for a squad member or leave your telephone number.

*Thankyou*

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*Advertising makes for a more interesting magazine as well as raising funds for the TRF.*

### *So how about it?*

If you would like to help please ring Jim Haydock (0942 43706/0772 454733 day/evenings) or Fred Ellison (0254 883208 day) for more information

## OFFICERS REPORTS

### From The Chair

TRF RIGHTS OF WAY WORKSHOP - DERBY - 20/21 NOVEMBER

A RoW Workshop is to take place at the British Rail Management Training Centre in Derby over the weekend of 20/21 November. It is proposed that the format will be similar to the very successful one run last year at the same venue. If you are interested in carrying out Rights of Way research, but do not know where to start, then this is for you. We also propose to update delegates with the recent developments. If there is sufficient demand a number of basic skill training sessions will be run, so if you want to know about Chaining Meetings, Taking Minutes, Duties of a Secretary, etc. please contact either Tim Stevens or myself.

Grant aid from the Countryside Commission is being sought, which if approved should keep the cost for 2 nights accommodation and meals to under £30.00! If you want to make an initial booking or other details please send an SAE to Tim Stevens.

### LONDON GAZETTE

As a result of the appeal in August's TRAIL, Phil Sadler from Derby has volunteered to take and distribute RoW notices from Gazette. Initially he is contacting all our existing TRF Rights of Way officers to determine whether the details I have given him is current, and an up-to-date list should result. He can be contacted at:- 23 Radbourne Street, Derby DE22 3HD.

### BRIDLEWAYS

As a result of detailed historical research vehicular rights can be shown to exist over some Bridleways, in many parts of the country. This is particularly the case where there are few, if any RUPPs or Byways, in counties such as Dorset and Staffordshire. It is an offence to ride a motorcycle on a Bridleway, so before we ride along any Bridleway we need to be confident that evidence exists to support vehicular rights. One unresolved anomaly is that the evidence sufficient to convince a Magistrates Court that vehicular rights exist over a Bridleway, may not be sufficient to support a claim for a Byway under the Wildlife and Countryside Act.

I have recently been disturbed to receive reports, that a limited number of our members are riding Bridleways without knowing whether evidence for vehicular rights exists or not. This may be because of ignorance or in the mistaken belief that the TRF will come to their rescue if they are stopped. The TRF as a matter of policy will assist members who are prosecuted for using any right of way with evidence of vehicular rights. However if riders use Bridleways without this evidence and are prosecuted they will find themselves on their own. This kind of action clearly also brings the name of the TRF into disrepute, and undo much of the good work being done at local level throughout the country.

If you want to know where you can legally ride contact your local TRF RoW officer. If you suspect that a Bridleway has vehicular rights, why not help yourself and the rest of the TRF by carrying out the research in the local Records Office, and let others know

of your findings. Don't know where to start? Then come along to RoW Workshop and learn how.

*Richard Marshall, Chairman*

## GROUP NEWS

### Dorset

Pete had spoken to Chris Slade about reports of notices posted on the Byway at Leigh (MR 623075-630083). It turned out that DCC had received complaints about the condition of the Byway and intend to do some repairs. (Hope its not going to be tarmaced! - Pete)

### West Wilts

Well, our first Newsletter was such a success that it sold out!! (must have been the extra cheap price of 0p!), and as over half the people who had a copy were kind enough to return a completed questionnaire, some useful feedback was gained.

It seems from the answers given that the majority of people (and West Wilts trail riders, as well) would be interested in a quarterly Newsletter covering a range of items including such things as a diary of forthcoming events local TRF events and a RoW update. Some people would even be willing enough to contribute items and articles!

So it looks like I may have to write something intelligible on a regular basis, but I will gratefully receive any articles, run reports (amusing or informative), scrawls, jokes and related junk mail and beer tokens in the form of £5 notes.

*Max Mawdsley, The Editor, West Wilts TRF Newsletter*

# AGM 1993

## October 24th

## 11.00 a.m.

## National Motorcycle Museum

## POEM

### Three Southern Softies Go North

We thought we were good  
we have done it for years  
So we loaded the bikes,  
and a few dozen beers

We drove to the "Carrs" place  
in Yorkshire you know.  
To have a weeks riding  
to have a real go.

We were made most welcome  
by Gordon and Wendy,  
Gordon fixing us up  
for a club run on Sunday.

He took us to meet  
the lads short and tall,  
at Steve's Bike Emporium  
in the town of Odsal.

Alan and Reg,  
went off with one lot.  
When I next saw them,  
they were knackered and hot.

My leader was Frank.  
Our back marker Pete,  
with me and a new lad,  
the sandwiches meat.

With the moto cross men,  
leading my two chums,  
my run was easy,  
but still hard on my bum.

And so the week passed,  
with us now admitting,  
we're not as good as we thought,  
now standing not sitting.

What great lanes Yorkshire's got,  
We've nowt like them down South.  
The rocks, bogs and boulders  
keeping smiles on our mouths.

Our thanks go to Wendy,  
to Gordon and his maps,  
to all the TRF lads,  
they are jolly good chaps.

Thanks also to Steve,  
to Mick, Frank and Pete.  
Who knows what may happen,  
we may yet again meet.

My advice to you guys,  
who've not tried Yorkshire yet  
is get on yer bike,  
but be prepared to get wet.

*John Grew, Sussex*

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## **The British Helicopter Advisory Board Pilot's Code of Conduct**

1. **ALWAYS FLY AS HIGH AS POSSIBLE** consistent with the weather and other factors. This will reduce your projected noise at ground level, and also give you more scope to find a suitable landing site in the event of an emergency.
2. **ALWAYS AVOID POPULATED AREAS** if possible. You owe it to the public to help to preserve the environment. You will also find more landing sites out in the open in the event of an emergency.
3. **NEVER BANK SHARPLY** if you can avoid it. The sharp deflection from level flight will cause a rise in your aircraft's noise signature.
4. **ALWAYS GET AIRBORNE TO HEIGHT AS QUICKLY AS POSSIBLE** consistent with a safe climb speed. This will reduce your noise footprint and increase your safety.
5. **ALWAYS LAND AS QUICKLY AS POSSIBLE** once you know your landing area is clear. Again this will limit your noise footprint and please both your passengers and air traffic control.
6. **NEVER STRAY FROM ACKNOWLEDGED ROUTES** or you are sure to be spotted and risk complaint. Short cuts could prove to be an aggravation to you as well as those on the ground.
7. **ALWAYS WARN PEOPLE OF YOUR ARRIVAL IF POSSIBLE** if you want to be welcomed.
8. **ALWAYS TAKE TIME TO TALK TO INTERESTED PARTIES ABOUT HELICOPTERS.** Little boys, old ladies, policemen, politicians or whoever is at all curious. If they have the time and courtesy to ask, pilots should respond in kind. Remember you were once a little boy yourself.

This Code of Conduct is applicable to all civil pilots, commercial or private, and is aimed at showing an environmentally conscious public that helicopter operators are also aware of the need to preserve the environment from unnecessary intrusion. The whole helicopter industry must demonstrate a responsible and co-operative attitude to this situation, and it can best be done by observing the Code of Conduct at all times, but particularly in congested urban areas.

*Sent in by Mark Holland, Gloucester*