

## GROUPS

### BLACK COUNTRY

John Chilton, Tel: 0902 336708  
1 & 3 Thursdays, 8.30pm, The Mitre, Church Road,  
Bradmore, Wolverhampton

### BRISTOL

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

### CAMBRIDGE

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

### CHESHIRE

John Johnson, Tel: 061 427 6963  
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 Wed., 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 Wed., 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 Thur, 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 Thur, 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 534425  
1st Wednesday, Hope & Anchor, Ewloe Place, Buckley

### RIBBLE VALLEY

Please ring group rep for further details -  
Anthony Dinsdale, Tel: 0200 28507

### 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, Lingfield Health Club, Ruxley Lane,  
Ewell, Surrey

### SOUTH NORTHANTS

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

### SOUTH WALES (WRTA)

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 Thurs, Ashing on Social Club, Rear of Red Lion,  
A24, 9 miles North 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, District 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

Steve Pighills, Tel: 0902 672479  
Every Thursday, 10pm, Potter's Rose & Crown, Colley  
Lane, Halesowen



# TRAIL

NOVEMBER, 1993

No. 184

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

EDITOR: Mike "Nettlebed" Pedley.



## Members of the North Wales Group on the Kings Road

### CONTENTS

Editor	3	BMF News	9
Book Review	4	Quote - Auto Express Opinion	9
Pathways in Hampshire	4	Trail Crossword	10
The Perfect Trail Buddy	5	Anti-Theft Device	11
Officer's Reports	6	The Battle for Dursdon Road	12
Letters			16

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

## CLASSIFIED

**XL185S**, 1979 just been sorted, ie: rebuilt engine & other new parts. Ready to M.O.T. £390. Tel: 0270 768540 (Cheshire)

**SUZUKI DR400 "X"** reg. 13,000 miles. Tax & M.O.T. Excellent condition. £800. Tel: 0602 278270

**500CC TRIBSA** in Green Lane trim. £1250 ono. **BMW R100RT "F"** reg. £3000. Tel: Steynring, Sussex 0903 813625

**WANTED DR350 FRONT PIPE**. For sale: DR350 silencer almost as new £15. Good quality tie downs £4 pair + p & p. Tel: 0405 860904 Howard Wadsworth.

**WANTED XL125 mono frame**. Exhaust system for XL185S standard or not. Tel: Brighton 882986

**BRENDAN CHASE B & B**. Lake Windermere. From £12.50 each X 4 sharing. Bike lock-up. Parking. All rooms C/H, CTV, H & C. Pub & Grub handy. Tel: 0539 445638

**KMX200** 1988, MOT'd, excellent and XL125/XR200 Honda, MOT'd, taxed, V.G.C., £1075 and £475 respectively. One must go. Tel: Rob Sawyer 0327 41255 (Northants)

**WANTED Husqvarna 510TE** 1987 Service manual (not owner's handbook). Tel: Bristol 0272 567338

**HONDA XL125R PROLINK**. Long Tax & Test. £150 recently spent. Excellent trail bike. £280. Single bike trailer £40. Bike rack £25. Tel: 0772 614218 Steve Griffiths, Lancashire.

**HONDA XL500**. Excellent condition, very reliable, new sprockets & "O" ring chain. £600 or swap & cash for XR or KDX. Tel: 0495 215783 South Wales.

**SINGLE BIKE TRAILER** heavy duty, would soon convert to two bike. Fold-down ramp, mini wheels, indispension units, spare wheel and lights, excellent condition. £90. Tel: 0200 445657 (Lancashire)

**FOR SALE DR600 engine complete**. Good condition. Offers Tel: 0200 26983

**XL185/125 spares wanted**. 185 Rocker Box and carb, also:- coil, CDI, cam sensor, camshaft kickstart and gear change. Tel: 022 989 336

**WANTED rear wheel 18" XL/XR250 drum brake**. Tel: 0200 24947

## MAGAZINE ADVERTISING

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

*\*See 'Trail Advertising' inside*

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

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

## TRF OFFICERS

- CHAIRMAN (ACTING)** ..... Richard Marshall, 1 Burlington Close, Breaston, Derby DE7 3UB  
Tel: 0332 873416
- PUBLIC REL. OFFICER** ..... Brian Wright, 3 Kensington Terrace, Sanderstead Road, South Croydon, Surrey, CR2 0PJ Tel:081 686 3458 (Wed-Sat) Tel:0679 63373 (Sun-Tue)
- MEMBERSHIP SEC.** ..... Garry Watson, 6 Tennyson Place, Cleckheaton, Bradford, W. Yorkshire BD19 3DJ. Tel: 0274 870162
- SECRETARY** ..... Peter Ballard, 210 Spring Meadow, Clayton-le-Woods, Leyland, Lancs. PR5 2PP. Tel: 0772 455487
- RIGHT OF WAY OFFICER** .. Tim Stevens, 101 Square Lane, Ormskirk, Lancs. L40 7RG  
Tel: 0704 894136
- TREASURER** ..... Tim Ley, 17 Heigham Close, Shelton Lock, Derby DE2 9QF  
Tel: 0332 704748
- EDITOR** ..... Mike Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe, Lancs. BB7 4JF  
Tel: 0200 445657

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

## EDITOR

Those who ride in the Lake District National Park will no doubt agree that its trails are some of - if not - the best in the Country. The fabulous thing about the Lakes is that although it can be "hell-on-wheels" in the popular villages with motorists driving round and round looking for a parking space, once up on the fells - even on a summer weekend the number of ramblers who have dared to venture on high is relatively low. But step forward the LDTMI (Lake District Traffic Management Initiative), a splendid group led by one Gavin Smith (remember the name Cumbria Group - if he holds any public meetings be sure and be there). Gavin's solutions are the usual - park and ride schemes, better public transport, residents parking permits and restricted vehicles use of some of the more obscure lanes leaving them to the walkers, cyclists and horse riders (funnily enough I've never seen a horse rider in the Lakes).

Admirable enough, but for one paragraph "At the lowest level of the road network Smith hopes to use voluntary agreements, or if necessary THE LAW to restrict access to vehicles on the green lanes that are presently open to all traffic." Just how this will help traffic congestion I do not know but perhaps by "innocently" including it in Smith's overall plan it may be simpler to initiate. Watch out!

The saga of the Weasels stolen XR250 continues. After a theft in January the Insurance Company have now paid out but the other day he was asked to go to the Police Station to identify a similar stolen/recovered XR. It wasn't his - "A pity" said the PC "because if we don't identify it - it goes back to the thief!" Can you believe it?

So if you've had an XR nicked please go and see PC Gill at Collyhurst Police Station, Rochdale Road, Manchester. The XR is a 91 one (white tank model) and is in very nice condition and it would be a scandal if some yobbo got it for nothing!

Did you go to the the Bike Show? No TRF stand, but one or two bits to interest the trail rider. For the man who likes to stay legal there's a "street" version of the 250 Kawasaki due out and Yamaha were exhibiting the superb (but illegal) WR200. Suzuki are still selling both versions of the DR350 but Honda only had an XR600 on display. "Also available as a 250" said a small sign - shows what Honda think of what must be Britain's most popular off road 4-stroke. And the wax cotton brigade were not forgotten either with an interesting trail version of the Enfield India Bullet - very nice and very legal.

NETTLEBED

# FALCON

BRITAIN'S No.1 REPAIR SERVICE

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

ACCESS CWO. COD. VISA

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

## BOOK REVIEW

### **Aerofilm Guides - The Yorkshire Dales**

**Colin Speakman ISBN 0711 0 2450**

Don't be put off by the title, this is better than someone selling aerial photographs of your home.

The book is A4 format on high quality glossy paper containing 160 pages of vertical photo maps, oblique aerial photographs and text.

The vertical photo maps are unique and are what makes this book different and of special interest to us trail riders. The scale is 10cm to 1km so it is quite possible to see features of roads, field boundaries and tracks. It is fascinating to compare these to our beloved Ordnance Survey maps.

The book also contains many dramatic oblique aerial photographs together with text. The text combines a great deal of historical information on towns, villages and industry with comments on places of interest, footpaths and scenery.

Unfortunately the book does not cover the whole of the Dales but concentrates on strips in the valley bottoms and therefore does not illustrate the web of green roads that cross from dale to dale.

That said the book really does convey the beauty of the Dales. At £19.99 it is not cheap but with Christmas on the way what better present for the wife?

*Charlie Wallis, Lancashire*

## PATHWAYS IN HAMPSHIRE

### **Quote from Country Living, October '93**

Hampshire residents fear that their green lanes and footpaths are in danger of becoming recreational routes for four-wheel-drive vehicles. Under the 1981 Wildlife and Countryside Act all "roads used as public paths" (RUPPs) must now be reclassified, either as footpaths, bridleways or byways open to all traffic. County Councils must base the new classifications on evidence of past use, but parishioners complain that off-road drivers attracted by Hampshire's network of green lanes will gain official access. Susan Croll, who lives in the village of Weston Patrick, says: "Where once there was limited access for farm vehicles there are now convoys of lorries and Land Rovers. I've had to back up half a mile on horseback, and the track is now so rutted the horses could break a leg."

Ros Mills is Chair of the local action group. "A small white notice will appear announcing the Council's intention to reclassify a path as a byway. We demand a public enquiry and discover that the inspector's decision is final. To appeal in the High Court would cost at least £10,000." Colin Piper, Rights of Way Manager at Hampshire County Council, responded: "The test for reclassification is strict and depends on whether public vehicular rights have been known to exist in the past. Since the First World War neglect has led to some lanes appearing as no more than footpaths when, in fact, they were an ancient highway system. But we are not

allowed to take into account suitability of the lane or desirability, and the law doesn't differentiate between a horse-drawn vehicle and a combustion engine."

So far the Council has reclassified 260 of its 565 RUPPs and Colin Piper believes the practical effect to be negligible. "What does make a difference is repair and maintenance. By improving the lanes we believe we can actually deter misuse by four wheelers, who prefer rough rutted tracks and like winching themselves out of ditches."

*Sharon Amos*

*The Ramblers' association has published four leaflets on public rights of way explaining exactly what rights exist, and what to do when a path is blocked. Included is a form for reporting problems so that the association can urge the local authority to use its powers of enforcement. Send a SAE to The Ramblers' Association, 115 Wandsworth Road, London, SW8 2XX*

*Ed. - Take advantage of this offer, you may learn something.*

## THE PERFECT TRAIL BUDDY

**Article from TRF Bulletin no. 89, March/April 1982**

And as you sit on a petrol drum in the shed of Won't Take Long Wal, or spit out the dust of Death Wish Dave, or as you drive First Time Fred to Hospital, you dream.

You dream of that Australian bush creature as elusive as the Yeti, as rare as the Tassie Tiger, as mythical as the Bunyip.

Yep, you dream of The Perfect Trail Buddy. A guy who gets up early, whose bike is reliable, who brings his own thermos, and buys his own petrol. He's the guy that rides your speed and mends his own punctures, who doesn't steal your tie-downs and doesn't lean his bike against your new car. Who doesn't drink his six pack before the ride, and doesn't drink yours after it.

In short, you dream of this fabled creature of the firebreak trails, this saint of the Sunday morning set, this monarch of the mono brigade...who doesn't bloody exist.

### **THE WEST SOMERSET HOTEL**

When thinking of visiting Somerset or Exmoor, try us for your accommodation requirements. We are experienced in hosting TRF members and can offer comfortable accommodation for up to 22 riders. Wholesome food in substantial proportions and secure parking for your bikes in our own courtyard, which is locked through the night.

*All this for £15 per night B & B, half board £22.50 inc. 3 course  
Eve Meal.*

Contact us at

**Swain Street, Watchet,  
Somerset TA23 0AB.  
Tel/Fax: 0984 34434**

## OFFICERS REPORTS

### Public Relations Officer's Report

I organised and attended a stand for Surrey County Council's "Big Green Day" recently. Because the TRF do not have information specifically targeted at being green, I had to produce something. I came up with four different pages dealing with petrol and oil consumption, surface damage (lack of), noise pollution, and a description of trail riding.

Page 1 - In "Pollution" I point out that walkers and even horses often use vehicle transport to and from their meeting places. This fact enables me to compare our pastime favourably.

Page 2 - In "Damage and Erosion" I compare the damage done by masses of walkers and horses compared with the few trail riders.

Page 3 - In "Noise Pollution" I have used Steve Nevilles decibel figures to illustrate that we are in the middle of the table and that our noise only peaks for a second or two when passing by.

Page 4 - "What is Trail Riding" describes what we do and how a "green lane" differs from footpath and bridleway.

These papers may be of interest to members attending shows or carnivals. I will circulate them at the next Committee Meeting and to Deputy PRO's or send me a SAE.

During the day on the stand I made some observations:

1. That it is beneficial to stand rather than sit.
2. Try to talk to anyone who pauses, they usually have a question, but may not wish to initiate a conversation.
3. The lay person usually knows little about rights of way.
4. Often the local council are represented. Introduce yourself.
5. Other user groups may be present. They might make good allies.
6. Try to arrange a smart well equipped stand.
7. Make sure helpers behave, you are representing the TRF.
8. Save the Badger reps are not amused when asked for a recipe for Badger stew.

Although varied conservation groups were present, the R.A. and BHS were not. Nor were any hunting groups invited although the anti hunt lobby was represented.

People varied from the spotty teenager who "practices" and is always being chased off, to the old gent who bemoans the passing of British bikes. Do not write off the latter, quiz him on local lanes, you may turn up some useful user evidence, I did.

*Brian Wright*

### NEWS FROM THE PRESS

First the good news. Judge Mr. Justice Potts has ruled in the Lasham Parish Meeting v Hampshire County Council that objections to reclassification made on environmental, safety or amenity grounds, in fact any grounds other than the non existence of vehicular rights, are not relevant to consideration of the Order, and

cannot prevent its confirmation. Justice Potts also drew the Court's attention to the provisions of WCA 81 S15 LGA 72 S250 (5) for an award of costs against objectors who pursue irrelevant objections to public inquiry. My thanks to Leo Lacey for this information. I do not have to explain the meaning to TRF members do I?

I note from an article in D.T. 16 July '93 that proposals to curb noisy countryside activities have been scrapped by the Government. The proposals were to reduce noisy sports form 28 to 14 days per year.

Grants of £100 per acre have been announced to save wildlife in "green corridors" around fields. Very laudable but watch the farmer does not remove one hedge from a green lane and then make his claim.

How many horse power does your engine have? Scientists have calculated that the mechanical power of a single horse is between 12 and 24 hp. This would mean a 125cc is only one hp depending on it's restriction and a KDX 200 is between two and three hp. This information provided considerable merriment in some circles at recent club meetings.

I read in LARA News "In the absence of any new measures to "protect the countryside" the DOE and DTP may encourage highway authorities to use the management tools already available to them." Goody, I thought, they mean bollards. But read on "In particular, guidance about TRO's may be strengthened." This is just what I was trying to avoid with my recent suggestions which Tim and Dave criticized. While we argue amongst ourselves and move at a snail's pace, our opponents are likely to be offered a tool to remove more of our rights. I feel the Executive Committee has let down it's members.

It may have escaped your notice that John McGregor has recently announced an increase in the weight limit for certain lorries from 38 to 44 tonnes. This has nothing to do with trail riding except in percentage calculations about vehicle weights when arguing about damage. ie: the pressure we put through our tyres equates to one fat rambler on one foot. Meanwhile a 44 tonner is passing through the local village, curdling the beer and preventing gossip in the post office.

Perversely, the Government is launching an initiative aimed at halting the decline in village life. The CPRE claim that since 1945 the urban sprawl has covered an area the size of Greater London and three counties. The Government are aware of rural concerns such as law and order and the traditional village shop. Surely we must help by buying local petrol, food and drink? A possible area for PRO work?

Two other articles caught my eye. One talked of the days 50 odd years ago when people could enjoy the spirit of the open road, an old freedom to come and go. (I must confess as a four year old, my parents allowed me to roam the lanes on my trike with only a dog for company). Today children are saved even a short walk by the school bus. Heart disease is increasing sharply in teenagers. After the Second World War land prices increased sharply. RoW users became intruders. The article goes on to accuse "hippy convoys" of killing off the cheery welcome to the traveller.

The other article refers to modern children as prisoners of the motor car. "Robbed of their independence, robbed of exercise, children have lost the

opportunity to develop a proper sense of responsibility and self worth. Without freedom there is no adventure.

I wonder if by putting these two articles together I have inadvertently found the reasons for boredom, vandalism and lack of respect for others property. Surely trail riding groups are the answer? Or am I being prejudiced?

My thanks to Jeff Ward for the following quotes. It seems strange to see "our" Alan Kind quoted in Motoring News but the name prompted me to read some facts. Did you know that a jumbo jet uses more fuel to cross the Atlantic than the whole of British motorsport in one year? The Forestry Commission receives £750,000 from rallying.

Further on there is a reference to a motorcycle magazine's article (was it "One Track" in MC Sport?) to precious metal catalysers as a means of converting nitrous oxide and carbon monoxide into carbon dioxide, which is the biggest contributing factor to the greenhouse effect, not to mention carcinogens, (cancer producers). This results in loss of performance and increase in fuel consumption. In addition the exhaust is dirtier until the engine has warmed up which could take many miles. I looked up MC Sport and found another quote by one track, "The more fuel you burn, the more pollution you have...Emissions should be controlled not by percentage but by the total amount emitted." He goes on "We import £6,000M more food and drink than we export. It takes an awful lot of derv to move that.

Two other items of interest have arrived. I have an information package on The Great Hedge Project. The project coordinator wishes for our involvement. I believe it may have been Peter Banks who was concerned with hedges last year, if so please confirm and I will send on the pack.

The Exmoor National Park has published it's local plan consultation draft and is asking for comment. Step forward interested persons.

*Brian Wright*

## BRECON BEACONS

\* B & B from £16.00 (3rd night free)

\* *Most rooms en-suite with colour T.V.*

\* Ample parking

\* *Licensed*

\* Pubs and town 2 minute walk

## Beacons Guest House

16 Bridge Street, Brecon, Powys,  
LD3 8AH

Telephone: 0874 623339

*We welcome old members and new!*

## BMF NEWS

### Engineer Elected to lead British Motorcyclists

Dr. Alfred Minter has been elected Chairman of the Country's largest riders group, the 110,000 strong British Motorcyclists Federation, in place of Don Lewis.

Dr. Minter, of Sandwich, Kent, was elected to the unpaid post at the BMF's recent annual general council meeting in Bournemouth.

### Euro Parliament Against Motorcycle Power Limit

Motorcyclists are celebrating the vote which could remove the threat of mandatory power limits throughout the European Community.

The European Parliament this week threw out the directive which threatened to restrict motorcycles to a maximum of 100bhp.

The limit will now be binned if any one of the 12 EC nations refuses to support the 100bhp call at the next Council of Ministers meeting. Britain is against the restriction but could come under severe pressure from other nations to steam roller the limit into law.

## QUOTE FROM AUTO EXPRESS OPINION

People bounce around a bit when they're told that a new high-speed train will be running past their windows every 20 seconds, but largely you, me and all our friends and neighbours couldn't care less. On balance, progress has made life more pleasant than it used to be. Fact. The end.

So why then do Britain's ramblers, a bunch of weirdos with beards and red socks, get so hot under the collar about four-wheel-drive vehicles and their tendency to venture off-road?

The pressure has become so great that the Government is actually being asked to check out an ancient law which states that any road, which has ever been a road, can always be used as a road. Britain is criss-crossed with a series of so-called "green lanes" which were once highways and thus, even in 1993, can be used as such by you and I.

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

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

**Town & Country**  
MOTORCYCLES

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

## TRAIL CROSSWORD

Entries to The Editor. Win a T-shirt.  
Sent in by Nick Walker, Middlesex.

1	2		3	4	5	6	7	8	
9					10			11	12
13		14		15					
16									
17		18		19	20		21	22	
23	24		25						
26		27				28	29		
30				31					
32					33				
34						35			

### Clues Down

1. pasture grass (6)
2. \_\_\_\_\_ Funain, Swedish ace (3)
3. green lane machine (5,4)
4. hurt feeling (4)
5. in the year of (4)
6. pick-me-up (5)
7. high or low, they hit the ground first (5)
8. holed (4)
12. equine biter (8)
14. walker's group (2)
18. breathable gas (3)
19. therefore (4)
20. one over this is bad (5)
22. abnormal swelling (6)
24. gird those pork joints (5)
26. hop into the rubbish container (4)
28. eastern potentate (4)
29. this guy runs the barracks (3)

### Clues Across

1. no-go track (8)
8. weekend soldiers (2)
9. at any time (4)
10. negative (2)
11. surprised exclamation (2)
13. bodily fluids (4)
15. tube (5)
16. keeps the drive slippery (5,5)
17. ride this Russian mountain (4)
19. group of western countries (3)
21. help! (3)
23. actor Wallach (3)
25. horse's headgear (6)
26. to such an extent (2)
27. climbing worker (6)
30. trail bike starter (4)
31. resistant letters from the Queen (4)
32. bury an old Norton (5)
33. boy's name (5)
34. Sunday songs (6)
35. what you get from a sow (4)

# WANTED!

AN ENTHUSIASTIC AND  
ORGANISED ADVERTISEMENTS  
MANAGER

## For Trail Magazine

- To:
1. Seek out new business
  2. Retain existing customers
  3. Invoice, Follow-up, Receive and Account for payments
  4. Liaise with Typesetter/Printer

*We need you to help the TRF by raising funds from adverts in TRAIL. The work is not very onerous, (3 - 4 hours admin. a month, a few trips to the bank to pay in cheques and as much or as little looking for new business as you can manage).*

*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

## THE STORY OF THE BATTLE FOR DURSDON ROAD

### A TRF man's account of a byway claim

Some time around 1985, I was wandering across the Mendip plateau in Priddy Parish where I have lived since 1974. I was heading towards Ebbor Gorge, a pre-historic site of early man. To my amazement, at a point five fields away from my house, I came across a green lane. It was bounded on both sides by hedges and stone walls AND had an air of solitude about it.

My surprise was increased because I thought I knew all about green lanes and maps. After all, I was a member of the TRF and the Byways and Bridleways Trust. I'd been pouring over maps highlighting all the RUPPs and UCRs I could find. How could I have missed this one? Right on my own doorstep too! In fact, the Pathfinder map showed it only five fields away. I had ignored it because it was shown on the map as a footpath/bridleway. In my innocence, I had been looking only for those tell-tale RUPP markings.

Having walked it in both directions, I found it extended from the Wookey Hole to Priddy Road known as "Deer Leap" in the west, to the Old Bristol Road from Wells at Rookham in the east. Three kilometres long and straight as a die for most of its length, a firm surface of stone in parts while other sections were muddy and rutted.

All green lanes are old roads, aren't they? All TRF members know that the Definitive Map depicts only minimum rights, don't they? Any green lane 40 feet wide (Dursdon varies between 7.2 feet at its narrowest point to 25/40 foot in others) must

be a carriageway. I decided to ride along it on my KLX250. Thus started the battle for Dursdon Drove - one that would persist for six years and one that even now (1993) rumbles unpleasantly on. One ancient highway out of thousands, incorrectly recorded on maps as footpath or bridleway.

As I turned off Pelting Drove in Priddy and entered Dursdon Drove, passing a tatty "No cars - Ebbor Grove Farm" sign, the figure of an irate farmer came rushing towards me, arms akimbo. "You have no right down here - this is a footpath" was the far from friendly greeting. "But I live here in the village and in this Parish", I said, "and I'm a member of the Trail Riders' Fellowship and the Bridleways and Byways Trust. We are responsible users of the countryside and have a Code of Conduct". "I don't give a \*\*\*\* who you

belong to. You're not coming down here", was the reply. Thus 'encouraged', being a determined sort of bloke and feeling aggrieved all at the same time that a fellow villager should treat me in such an un-Christian manner, I carried on to the far end, went home, changed into my 'best corporate business suit' and returned to Ebbor Grove Farm to explain and reason with the man.

We talked and talked in his kitchen. Farmer's wife lent her moral support. They'd had a dog run over by a Land-Rover and if they let me through, everyone else would descend on Dursdon - in their hordes. My negotiations fell on stony ground. No way was a TRF man on a motorbike going to be allowed to ride 'their' lane. Couldn't I read the signs?

I was convinced that the lane was an old road, despite its confusing footpath and bridleway depiction. Why should I be intimidated by such an unreasonable attitude, I thought. So I continued to ride the lane occasionally, always wondering if there would be an unpleasant confrontation.

One day, to my consternation, just as I was about to leave the Priddy end of the lane, my farmer opponent appeared behind a flock of several hundred sheep!

I cut my engine and politely waited for farmer and sheep to pass. Forcing a smile, I cheerily said, "You see, we do have Codes of Conduct and stop to let others pass." "There's going to be violence between us; I'm going to pump one into you", was the chilling rejoinder!

Things can't go on like this, I thought to myself. I'll just have to claim Dursdon Drove as a byway and bring the whole thing to a head. So I read and read the 'blue book', sought endless advice from Brian Thompson, former TRF RoW National Officer who was a great source of inspiration to me, the famous Colin Seymour, Zara Bowles and others. Why should I be intimidated by such a selfish, uninformed individual. A showdown was necessary!

I had a Vauxhall Carlton at the time and being summer, I decided to test the water, so to speak. Driving to the first bend from Pelting Road, I parked up to study my map. Within seconds, along came the foe on a push-bike and told me to "GO" in no uncertain manner. "I'm not going anywhere until I'm good and ready. I live in this parish and I am exercising my rights." With that he pedalled furiously back to the farm and I heard the noise of a tractor engine starting up. The tractor came out of the farmyard and was parked smack across the track outside. I was stuck. Dursdon is too narrow and rough for ordinary saloon cars to get through. I thought I would have to get on the CB airwaves to effect a rescue but after about 20 minutes the law arrived in the form of a WPC. She wanted to know what it was all about, especially on a summer Sunday afternoon. That was all she needed, she said!

So, I said my piece, he said his and he was ordered to remove the obstructing tractor. I was able to depart from Dursdon Drove and thought little about the episode till I received a summons six weeks later to appear at Wells Magistrates Court to answer to a charge of driving a motor vehicle on a footpath, not forming part of a road (Road Traffic Act 1972, S 36 I). My solicitor suggested I plead guilty and pay up gracefully - it was only a £20 fine! I said he was missing the point. I'd put in a

# CHAINMAIL



**CHAINS & SPROCKETS FOR THE OFF-ROAD ENTHUSIAST**

**QUALITY & SERVICE  
COSTS LESS WITH  
CHAINMAIL**

**SUPER  
VALUE  
KITS**

Sprockets & Kits for ALL  
MX/TRIALS/TRAIL BIKES

**TRAIL BIKE KITS**

ALL MODELS	HD kit	'O' KIT
50/80 (420)	.....	£25.00
100 to 350 (428)	.....	£31.50
200 to 650 (520)	.....	£42.95
		£67.50

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

**DUNLOP DISC PADS**  
**EBC DIRT BIKE SHOES**

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

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

**Renthal**  
MX/ENDURO  
KITS

**TALON**  
'GOLD' TRIALS KITS

**TEL. 0252 793813**

Phone 9 am to 9 pm  
for personal attention.

Schedule 14 byway claim under the Wildlife and Countryside Act and was going to fight. We presented all the evidence to the Crown Prosecution Service and lo and behold, before the hearing could take place, the CPS withdrew their summons as not being in the public interest. On my solicitor's advice, we put in a claim for costs which we won. Dursdon became a *cause celebre*, the first case in TRF history where we had won costs out of public funds. The battle was far from over, however.

Leading a TRF group one weekend, a large tractor and muck-spreader completely blocked the way. In the 5 foot gap stood the enemy! I changed down a gear or two and kept going. The opposition moved to one side at the last moment, grabbing me by the elbow and tried to pull me off my motorcycle.

After the usual exchange of angry words, the group carried on with the ride but it had been an unpleasant altercation. I remember brothers Chris and Nick Crocker were out in the group that day and I am sure that the jungle drums had warned of our approach. Again there was a complaint to the police with a counter complaint of obstruction and intimidation from me! With Colin Seymour's invaluable advice, I served a legal S137 Notice under the Highways Act 1980 on my assailant and sent a copy to the Chief Constable of Avon and Somerset Constabulary. Things were getting serious but it didn't go to Court.

Somerset County Council refused (after taking advice from Counsel) to make a byway order. They would go for a bridleway, despite the Inclosure Award evidence of 1795 that the road was a carriageway. So I appealed against their decision to the

Secretary of State and a Public Local Inquiry was set for December 5/6th, 1989. The day before the inquiry was due to be held, I parked my car near the end of Dursdon Road on the tarmac minor road to Wookey Hole. I went for a walk along Dursdon, rechecking the features and to see if I had missed anything of importance. I returned to the car about an hour later and as I tried to drive away from off the grass verge, I realized something had gone wrong with the steering. Two tyres had been slashed. They were the two nearest the wall and I hadn't noticed as I got in the car.

Fortunately, I had a Mendip Hills AONB Rangers radio with me and a quick call to the Head Ranger's office at Charterhouse soon had me en route back home to pick up two built-up spare wheels and tyres. Well, I am in the trade you know! I changed the wheels and

was back on the road within 20 minutes.

With the exception of the TRF, Joanna Roseff (BHS), the AWDC and my local publican (I buy a lot of draught Bass from him!), everybody *but everybody* objected. My own Parish Council, the District Council, the Wells Town Council, the Council for the Protection of Rural England (CPRE), the Mendip Society (of which I am a member), the Ramblers plus countless others. Did I feel lonely...

Alan Kind of LARA was magnificent and did sterling work at the inquiry which we eventually won, about 14 months later. But our joy was shortlived. Because the Modification Order was for a bridleway and I had gone on appeal for a byway, there had to be a *second* public inquiry! Ye Gods. How much more do we have to do to establish correctly one green lane on the Definitive Map, I thought.

At last, in February of this year, 1993, six years after my rights were first challenged, came the second PLI. The opposition, this time in the form of another farmer who had engaged the services of a solicitor, tried to make a case saying that the oldest and narrowest part of the route was nothing more than a sheep-race, ie: an enclosure into which sheep were driven. That didn't wash with the Inspector who, against all the rules, was lobbied unceasingly during his final site inspection.

Dursdon Drove road is now a byway and oak signs were installed at the end of August. I wondered to myself how long they would stay there. One sign was torn apart after four days, the other disappeared completely after five. As they were being installed, "someone leapt out of a John Deere tractor and went running across the field and berated the workmen", I was told, using a liberal dose of f-word expletives. This stopped only when the female RoW inspector from Somerset County Council's Environment Department produced her identification card and calmed down what could have become a nasty incident.

To bring you right up to date, my bored readers, a recent Wells Journal headline read, "Child riders in danger. PRIDDY FARMER GIVES WARNING." "If this doesn't come to violence, they will be very lucky". This was farmer Norman Chivers' cheery warning in the text.

Not long afterwards, an agricultural tractor was driven in reverse at two lady horse-riders whose only crime was that they happened to be riding along with me. The horses, not unnaturally, were "spooked" and have been a bit twitchy since.

Keep riding those green roads, my fellows. I'm off to Bosnia for a trail riding holiday - it's less dangerous than Mendip.

Gwyn Thomas, Somerset

**WESTFIELD FARM**  
Haworth,  
West Yorkshire  
**Bring the family to West Yorks.  
& your bike too!**  
Wendy & Gordon Carr have 5  
high class Cottages on a hill farm  
with plenty of family interest in  
the area, but better still, hundreds  
of miles of Green Lanes within  
riding distance. We'll mark your  
maps.  
*Short lets in Winter,  
Weeks only in Summer.*  
**0535 644568**



## LETTERS

### The TRF

We are a persecuted bunch, aren't we? I am becoming frustrated by the defensive low profile attitude that is becoming the way ahead for the TRF. The most recent example is further proposals to make the Code of Conduct more restrictive.

Sure, we want to be safe, legal, unobtrusive and courteous to other users, but to give way to walkers with dogs illegally off leads, mountain bikers racing down hills with ineffective brakes and 4WD and farm vehicles blocking tracks just gives the impression that we are probably doing something wrong.

If you are going to add to the Code of Conduct, I would add smile, be very firm, ride with confident body language (even if you are about to fall off!) and make sure, if challenged that you tell them of their indiscretions.

Anyway, that is not what I was going to write about. I think we have taken our eye off another ball that is whizzing towards us. Down in deepest Hampshire we have a new problem. Some of our best trails are being totally ruined by being bulldozed into 4WD highways. Those of you who know our area will know that we have every possible feature in The County, such as sunken lanes and gulleys, limestone rocks, horrendous tree roots, sand, chalk with zero coefficient of friction, mud and clay requiring a snorkel, etc., etc. (I might in an unguarded moment admit to a shortage of Welsh and Northern rocks.)

Let me give you two examples of this unsympathetic destruction. Stoner Hill was

a steep single rut climb through a white gash in the chalk but is now a fully surfaced flat shale track. Vann Farm steps was a drop over some very awkward tree roots and down through a gully. Once again it is now bulldozer shaped in cross-section and filled with shale and ballast, so that an ordinary car could use it. Both look like yellow scars and have totally taken away the natural and varied character of the countryside. There are many other examples in the last year of this maintenance(?). The effect of these alien materials and man made appearance will probably be the same for all users, from walkers to 4WD'ers, by making them totally boring. Maybe that is the plan, to reduce use. In both of the cases given, there was no problem in the first place and even if there was some damage (logging in one

instance), the repair should have been in the natural materials.

I have written to the County Council about this new issue: I think it is official vandalism of our heritage. If this policy continues, this will be the reason for my retirement, rather than old age.

Please don't write to the magazine saying that we should tolerate this, and it's all a question of compromise in the cause to ensure we don't lose any more lanes.

Let's start complaining - the countryside is for enjoying, not a place for uniformity and boredom.

*Colin French, Hants.*

### Rambling in Hertfordshire

The International Six Day Trial is about the toughest "off tarmac" event in the calendar. If you stop by breaking down or getting stuck you are not likely to get much help from other competitors. It follows that a very high level of "survival" skill is a pre-requisite for a serious contender. This implies a somewhat above average level of fitness and determination.

Some years ago the East German ISDT Team appeared to have been conscripted from a special breed of hard men built like the proverbial brick "outhouse." They did exactly what they were told by their team Manager, probably KGB trained. "That way!" he said and that is where they went, straight down the side of the mountain rather than the zig-zag track everyone else was sliding and slithering down! If one of them got stuck in a rut or up against a rock, "GO!" he would say, so - slipping a hook, attached to a rope round his neck, to an eye on the bike he lifted the bike clear of the ground and carried it until it was on firmer going!

Now - either they had very long legs or very low bikes because when I tried this technique on my DT175 all that happened was that the saddle jammed between my legs and the rope nearly strangled me! The bike stayed where it was and after a couple of abortive attempts to "carry" it, I gave up and exercised my mind to develop alternative tactics. This usually turned out to be a recuperative period slumped over the handlebars and a feeble cry for help between the gasping and the deprecatory self-analysis.

Fortunately, trail riding is a "user friendly" activity so mutual help and practical assistance is the norm. The willingness of riders to help each other is implicit in the "Fellowship" bit of our club's title and one of the most refreshing aspects of trail riding. Many years ago this sort of camaraderie was expected and practiced by ALL motorcyclists but is less universal now. Not all things change for the better!

Earlier this year I took a bike out for a brief test run after some starting problems and it stopped. An hour later, still no joy and at least four bikes passed by as though I was invisible. I pushed it most of the way home until a friend came and towed me back. Help on the trail however is de-rigueur and in twenty years in the TRF I can't remember one occasion when anyone was left behind even if the breakdown was their own fault. Plenty of verbals and earthy advice, tubes, spares, tools, petrol or a tow as needed.

### SPECIALIST OFF ROAD ACCESSORIES

MAIL ORDER TO ANYWHERE  
LOCAL - NATIONAL  
INTERNATIONAL  
OFF BEATEN TRACK  
DON'T WORRY  
Helmets, Clothing, Boots,  
Oil, Plugs, Sprockets etc  
and much more  
Phone for your FREE  
'Dirty Book' Catalogue  
of Motorcycle Clothing  
and Accessories.

PHONE: 0257 453385  
(9 a.m. - 9 p.m. inc. Sundays)

FAX: 0257 453313  
(9 a.m. - 8 p.m.)

SHOP OPENING HOURS  
9 a.m. - 6 p.m. Mon - Sat.

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

**MSL**  
**MOTOCROSS**

Running out of petrol is not uncommon as some bikes have rather small tanks giving a range of about 50 miles. One little "laydown" and even this modest range can be diminished. It is said that the aforementioned ED ISDT team used to carry condoms as a lightweight compact utensil for transferring fuel from one bike to another. My friend Roger had a DT250 that did about 25 MPG and had a 2 gallon tank. If he dropped it - which he did (don't we all?) he ran out of fuel - often! So he carried a three pack in anticipation of such an eventuality (at least, that's what he told his wife when she went to his bum-bag to look for a screwdriver). Of course we confirmed his explanation as to what they were doing there; well - what are friends for? Came the day when the system was put to the test. With great solemnity the packet was opened and one placed under the tap of a less thirsty machine. The petrol trickled in and the "utensil" expanded to accept the litre or so of fuel deemed necessary and amidst much hilarity was removed for transfer to the DT. Within 5 seconds the receptacle drooped to many times its original length before disintegrating and bursting as it reached the ground leaving what looked like a narrow column of Evostick and a damp patch on the ground! For some reason this seemed to trigger an unnecessarily wild burst of applause.

After we had composed ourselves and resorted to an alternative method of re-fuelling we made our way to the pub and discussed the probability that East German condoms must be rather sturdier than British ones. We also decided that they reflected the physical characteristics of their ISDT riders. We also decided that spares and accessories should be thoroughly tested at home before taken on trail runs, a unanimous verdict for once!

It makes sense to me to do your "home" maintenance with the tools that you carry with you on runs. (You DO carry tools with you - don't you?) To my dismay I found that the plug spanner I use at home only works with the tank off and all the pipes and wires pushed out of the way! I had carried it around for months before I needed it after dunking the bike in a stream, and, surprise, surprise, it didn't work! Well, not until I removed the tank, etc. Back home, 50mm off the end and I had myself a true "Home and Away" tool.

The joy of modern motors, fuel and plugs is that they don't eat, oilup or otherwise foul up plugs like they used to. No whiskering - remember that little problem? I still have a lodge platinum point plug that served as a group spare for years, such was its fame that it got a write up in MCN! Without a doubt it will (if it isn't already) be a valuable historic relic. It is much the same with cables, I used to tape spare ones parallel to the ones in use but I gave up doing this years ago. I check them out the day before going out and so far, no problem.

I wonder if anyone else has vague feelings of unease about the current wave of advertising stressing the safety of many recent cars and the protection it offers. A few years ago I did a couple of seasons of Auto Cross. The car had wire mesh in place of windows, a roll cage, anti-spill fuel tank and full safety harness. Driving this car made me feel absolutely bomb-proof. "I can ram, I can crash, I can roll it and I will be alright! Add ABS, ATC, Air Bag and side impact bars in a vehicle capable of well in

excess of the blanket speed limit and whose safety are we talking about? Does all this enhance your sense of responsibility towards other road users or does it encourage an "I'm alright Jack" attitude which unhappily is not uncommon already! There is a school of thought which suggests that instead of an airbag, a 3" spike in the centre of the steering wheel is automatically set to project when, say, the speed limit is exceeded or there is another vehicle within 25 metres (including cyclists and pedestrians). Would this concentrate the driver's mind on the possible effects on his own anatomy if he (or she) hits anything!

What has this to do with trail riding? Well, unless you live in the middle of a wilderness you have to spend some time on public roads along with everyone else. The potential hazards presented there are much greater than on a quiet moorland track.

Like I said before, riding a bike is risky, how risky is not only up to you, but on tarmac, other users, speed, weather, pedestrians, dogs, birds and a whole universe of factors most of which are out of your control. The last thing you need is a gung-ho rally driver "look alike" in the latest Hi-tech safety cocoon insulated from the real-world by 100 watts of music and every safety (for him!) device technology can devise.

I suppose we could always bring back the red flag!

*Ken One ABOF, Herts*

#### **From The Sec.**

Before the full minutes of the '93 AGM are published I would like to prompt a few thoughts and even believe it or not, action.

Well, 71 members turned up on a glorious day (67 in 1992) for the AGM; five members including the last PRO Officer turned up over an hour early. A really keen action, to get a seat on the front row or a failure to adjust their clocks and watches?

At the end of the meeting, after bogging down once or twice and occasionally hitting a nice unrutted stretch, I think all present had a better idea of the work of the TRF Nationally and about their Groups.

Out of the 39 TRF Groups, there were 11 elected (by YOU) Group Representatives who failed to turn up, at ANY TRF 1993 Executive Meeting! This was their absolute duty, it was what you elected them for, anything else would be

## Sprockets & Chains

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



Station Road Potterhanworth  
Lincoln LN4 2DX

Phone 0522 791369 Fax 794262

a bonus!

Of these eleven there are 7 groups who also failed to get anybody to the 1993 AGM. These were Devon, Essex, Isle of Wight, Norfolk/Suffolk, Shropshire, Swindon and West Anglia.

For these 7 groups there is still one last chance to actually attend an Executive meeting of the Club you have chosen to join.

The Executive meetings may seem boring to some of you but we actually discuss the running and future policy of the Club that you belong to.

I look forward to seeing all 39 Group reps at the last 1993 Executive Meeting on **Saturday 27th November, 11.00am AMCA HQ, Daleston Road, Walsall.**

(N.B. All attendance figures come from the official signing in book)

*P. J. Ballard*

### **Image**

Having just received my October edition of Trail I note you are asking for contributions to the mag especially from new members. Having only been "doing it" for approximately 8 months I feel I fall into that category.

There has been a lot of debate recently about image and such. Along similar lines I was recently out riding my mountain bike on the Ridgeway (it's hard work after having now ridden with an engine), and I met two motorcyclists coming from the opposite direction. My immediate thought was they seem to be moving quite quickly - I bet they are kiddies on unlicensed bikes, typical. However as they approached they slowed and exchanged pleasantries with me and continued on their merry way. Two perfectly sensible riders enjoying the countryside.

I felt rather foolish as I struggled up the next incline as I had completely misjudged them. However it made me think that that's probably what some people think about me?

My point is that if you met yourself coming the other way would you think - a responsible Trail Rider, or alternatively an unlicensed hooligan!

A little less throttle and a friendly hello, nice day, etc. can often make all the difference.

I suppose what I am saying is: Ride It, Let's Use It,  
But Abuse It and You'll Lose It!

Here's to Trail Riding described on a recent run by a fellow TRFyy as "The best fun that you can have with your clothes on!" Trevor/Wilts - but only after a long day in the saddle.

*?, Swindon*

### **Monk's Trod**

Saturday morning, 15th October saw another sunny but frosty morning and we set off escorted by Dick Sutton (little did we know this was the start of a very, very long day).

The morning's ride saw some, by now, well know routes but as always conditions make them seem different. The clear blue sky, Autumn colours making it more enjoyable.

The afternoon still bright but cold saw us travelling routes we have ridden before but for the first time in reverse. The dry day making the mountain climbs easier and more enjoyable.

We arrived at the Monk's Trod, Dick left us as pre-arranged to go and get the evening meal started. Matt and Phil decided they required fuel. We eventually started the Trod and made good progress until Phil's clutch cable snapped. Together with another breakdown this cost us one and a half hours. (This was to prove our downfall). Repairs completed we continued. At times the going was energetic but we were covering ground then we all started experiencing the dreaded BOG.

To try and shorten our story slightly, we were suddenly losing light. The going at this point was very difficult and out on the Trod there is no false light and no sooner dusk than it was totally dark.

Having just passed the remains of a Shepherd's Cottage (just walls, no roof), we decided the group should wait there whilst Meachy and myself set off to see if we could find a route out. The answer was no. It was just not possible even with good bike lights to see well enough to negotiate the bog. We were stranded!

We all made the decision that the safest thing was to stay put. Fortunately for us there were lots of old fence posts and the old cottage roof timbers. We collected all the wood we could find and at eight o'clock in already freezing conditions (we later learnt there was ten degrees of frost) we settled down for a long night.

At 7am it started to get light. We were all very cold, tired and hungry.

We finally reached the road approximately one and a half miles from where we had spent the night (it was still dry thankfully). Having reached the road a Police car arrived, their only comment "Right, we can cancel the helicopters now."

Our experience has been discussed and dissected to its full. I now carry as standard equipment when Trail riding a mess tin, beef cubes, 2 Mars bars (only for emergencies) and a foil thermal blanket.

We all learnt a lot that night. The rights and wrongs, a lot about each other and yes, we are planning future outings and no, the bikes are not for sale. If we can send one message "Always allow plenty of time."

Finally my thanks to real friends Andy, Phil, Matt and Meachy for your company during the longest night of my life.

*Mark Phillips, Derby*

### **"Are You Sitting Comfortably" - Part One**

Okay, so people want interesting stories, well sit down and make yourself a nice hot brew, not too hot you might spill it and burn yourself in the excitement.

#### **CHAPTER 1. THE CHEVIOTS IN DEEP SNOW!**

A lot of TRF members will have probably never ridden in the border country and Cheviot hills, so let me tell you, it's good. Trail riding in summer is great from a

weather and scenery point of view, but bad as far as the dust and bugs are concerned. Until recently I had only played about in snow on local lanes, but to go somewhere for a weekend and have two days of it was something new.

When we arrived at Clennel Hall it was late evening and pouring with rain, a grim start indeed. The next morning the rain had stopped and the skies were crystal clear, it was time to M.U. and F.O. (Mount up and "FIRE" off, I think?)

The first trail was Dere St., a Roman supply route which takes you high up onto the Cheviots and the border with Scotland. As we climbed higher the snow became more apparent until we reached the first plantation and by now the surrounding fields and road ahead were white over. The thing that made this snow 'perfick' was the previous night's frost which had given it a nice crispy top layer. In short the faster you went the easier it was to steer. It was straight from an American magazine (not that kind you pervert!), rolling hills, clear skies, and crisp snow 6-8 inches deep.

We pressed on higher up, drifting and sliding as we went until the trail flattened out. For the next two to three miles it was sheer sex, as you turned the bike and slid sideways speedway fashion, the powdery snow below the surface would engulf you making it difficult to see and encasing you in a cold but fresh cloud, magic!

After a while the snow became your best friend. It was possible to do anything and we found ourselves looking for the deeper bits. One of the advantages of riding in snow like this, is that there is very little contact with the soil and grass resulting in little or no damage to the lane.

This part of the Cheviots is criss crossed with Roman roads, which in Summer are easy to ride though enjoyable, but the snow had made them a real challenge. Dere St. will take you right down to Jedburgh, where fuel and food can be taken on board. The ride down to Jedburgh takes you along one of Britain's oldest untouched roads. Forty feet wide and lined all the way by large trees which encase the lane like a tunnel. Everything between the walls grows wild and natural, a stark contrast to the factory farmed land on either side.

Having eaten and fuelled up it was time to head for the hills again, everybody keen to hit the snow once more. It was back along Dere St. but this time we would tackle 'The Street' another Roman road that runs along the border fence for some miles.

The Street is fairly tricky because it runs along the face of a steep hill just before you reach the fence and the once wide Roman Road has now been reduced to a narrow sheep track around the hillside. No problem for the boys, or at least two of us (Peter Hibbert and myself - "damn good bike in snow these WR's")

The snow on the side of the hill had drifted really deep and not even the Welsh snow "wizard" could get through. Fortunately there is a cheat's way round, so admirably led by a certain Mr Merrick. Once you get by or round the hill it is open going along the side of Scotland, with one or two nasty trench like bogs lurking beneath the fresh covering of snow to catch unsuspecting XR riders.

The snow at this point was at its worst, really deep and hard going, maximum throttle and plenty of leg work needed here. After two or three miles of this we started

to drop down to the fire road and head out toward Salter Road. We stopped at an army camp where war games were in progress to pass some pleasant chit chat and check map references. I was asked by their colour Sergeant if we were camping to which I replied, "bugger that for a game of..., well just bugger that!" It was time to move on and head for home, Clennel Hall was a long way off yet and there was more snow to ride, yipee!!

Salter Road takes you down through a tightly packed plantation and then on to a monster bog, this baby is deep and prays on trail bikes, especially large four strokes, you have been warned!! After this you end up in the river at the bottom (sorry Russ) and have to cross this and climb steeply up the other side - difficult, oh by the way I am told that the river is a great place to clean your bike.

By now the light was fading and it was time to put a move on back to the digs. At this time of the year the temperature drops like a stone as evening closes in. Salter Road brings you back in a big loop with only a few tarmac miles to do, the Trail in fact brings you into the back of Clennel Hall and home for the night.

Day two was more of the same with some of the team choosing to tackle "The Wheel Causeway" but that's another story.

*David Bentley, Oldham*

### **STOLEN KMX200**

The stolen KMX200 in Trail No. 182 held by Bradford Police belonged to me, and I was able to trace it and identify it, because of your magazine. Our local Police had given up on finding it. The bike was stolen from my barn on July 30th.

Many thanks to the TRF member who put the piece in the magazine.

*Edwin Duckett, Lancashire*

### **TRAIL BIKE ENDUROS**

After doing two events this year I thought I would write in and tell of my experiences. I have been trail riding for about two and a half years now and am of average ability (I hope?) Having always been interested in enduro and the machines, I decided to take the plunge and have a go. I joined the TBEC (Trail Bike Enduro Club) in April this year. The nearest event to me was at Barn Hill Farm, Whaddon near Milton Keynes. My KMX200 was stripped of various items prone to damage, a trailer was borrowed (Cheers Mick), and I set off. I arrived early Sunday morning, signed on, listened to a pre-race meeting, put the KMX through scrutineering and waited anxiously for the start. I worked out my times and as the clock ticked round I fired up and left the start line. The field consisted of around 60 enduro bikes and 40 trail bikes. I soon got into a rhythm and despite getting off in a big way on lap 1, I arrived at the finish reasonably intact. Though the next day I could hardly walk, it took 3 days for all the aches and pains to disappear but I really did enjoy myself.

A word of warning: If anyone out there is interested in doing enduro's and is like me, a raw beginner, I strongly advise you to start in Trail bike class and not go out and buy an exotic enduro bike, only to find yourself blown into the weeds by an ace rider on a KMX125 (very embarrassing).

*N. Evans, South Northants*