

GROUPS

BLACK COUNTRY

John Chilton, Tel: 01902 659009
1 & 3 Thurs, 8.30pm, The Mitre, Church Road, Bradmore,
Wolverhampton

BRISTOL

George Pritchard, Tel: 01761 452606
2nd Mon, Warmley Community Centre, Deanery
Road, (A420), Kingswood

CAMBRIDGE

Richard Palmer, Tel: 01353 88344
1st Thur, Golden Ball, Boxworth

CHESHIRE

Nigel Hockin, Tel: 0161 456 8270
2 & 4 Mon, The Robin Hood, Buxton Road, High Lane,
Hazel Grove, Stockport

CORNWALL

Sally A. Madgwick, Tel: 01208 74411
Ring Secretary for details

CUMBRIA

Roger Harris, Tel: 01539 725198
2nd Tuesday, Derby Arms Hotel, Witherslack, Nr. Kendal

DERBYSHIRE & SOUTH YORKSHIRE

Kevin Marsh, Tel: 01246 237910
2 & 4 Tue., Enfield Arms, Broughton Lane, Altercliffe,
Sheffield

DEVON

Richard Arscott, Tel: 01803 612950
2nd Tue, The Welcome Stranger, Bickington, Nr. Newton
Abbott

DORSET

Tony Summers, Tel: 01202 894419
1st Tue, Greyhound Inn, Winterbourne, Kingston, (Nr. Bere
Regis)

EAST MIDLANDS

Graham Chinnery, Tel: 01332 863433
2nd Wed, The Chequers Inn, Main St, Breaston, South
Derbyshire, J25 on M1

EAST SCOTLAND

Les Mollison, Tel: 01382 738530
2nd Wed, Glencarse Hotel, A85, Perth to Dundee Rd.

EAST YORKS

Dave Barratt, Tel: 01977 794143
2nd Wed, Kellingley Social Centre, Knottingley

GLOUCESTER

Wayne Little, Tel: 01452 611735
1st Tue, Painswick Institute, Painswick, Glos.

HERTFORDSHIRE

Colin Adlam, Tel: 0181 445 5203
1st Wed, Coach & Horses, Newgate St, Nr Cuffly

ISLE OF WIGHT

Mick Holbrook, Tel: 01983 866361
Last Thur, Liberal Club, Landguard Rd, Shanklin, IOW

KENT

Jeff Hayward, Tel: 01322 863521
2nd Tue, Pied Bull, Farningham, Nr Brands Hatch

LANCASHIRE

Keith Westley, Tel: 01704 893215
1st Tue, Hindshead Pub on A49, Charnock Richard

LINCOLNSHIRE

Alan Wilkinson, Tel: 01529 60793
4th Thur, The Queens Head, Kirkby-la-Thorpe, Sleaford

LODDON VALE

Bernard Green, Tel: 01344 50289
2nd Thurs, Inn in the Park, Woodley Centre, E. Reading

NORTH MIDLANDS

Simon Lowe, Tel: 01298 24388
1st Tue, Stafford Arms, Bagnall & 3rd Tue, Cheshire Cheese,
Buxton

NORTHUMBERLAND

1st Tue, The Beamish Mary, No Place, Co. Durham

NORTH WALES

John Mills, Tel: 01477 534425
1st Wed, Hope & Anchor, Ewloe Place, Buckley

OXFORDSHIRE

Pat McGuire, Tel: 01844 238414
3rd Thursdays, Duke of Marlborough, 1.5 miles North of
Woodstock

RIBBLE VALLEY

Anthony Dinsdale, Tel: 01200 28507
2nd Tue, Pendle Hotel, Chaitburn, Clitheroe (off A59)

SHROPSHIRE

Mr. C. Ball, Tel: 01952 598092
2nd & last Wed, Cound Lodge Hotel, Shrewsbury Rd,
Shrewsbury

SOMERSET

Peter Banks, Tel: 01749 860396
Last Thur, The Canal Inn, Wrantage

SOUTHERN

Euan Harrison, Tel: 01962 733781
3rd Wed, The Ship Inn, Owlesbury, Nr. Winchester

SOUTH LONDON & SURREY

Brian Wright 0181 686 3458 Wed/Sat or 01797 363373 Sun/Tue
9pm every Wed, Epsom Heath & Football Club, Priest Hill
Fields, Ewell, Surrey

SOUTH NORTHANTS

Trevor Gardiner, Tel: 01788 815927
2nd Mon, The Spencer Arms, Chapel Brampton

SOUTH WALES

Stuart Dodwell, Tel: 01446 710851
1st Thur, Welsh Institute of Sport, Cardiff, 8pm

SUFFOLK

John Green, Tel: 01473 730493
Last Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

SWINDON

Pete Owen, Tel: 01793 750557
1st Wed, Jacobs Ladder, Stratton St. Margaret, Swindon

SUSSEX

Bevis Billingham, Tel: 01243 585128
Last Thurs, Ashing on Social Club, Rear of Red Lion, A24, 9
miles North of Worthing

TEESIDE & NORTH YORKS

Leo Crone, Tel: 01325 380117
1st & 3rd Wed, Blacksmiths Arms, Swainby

THAMES VALLEY

Don Hoaglin, Tel: 01474 813977
3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex

WEST ANGLIA

David Knight, Tel: 01933 313816
1st & 3rd Thurs, Scott Bader Clubhouse, Opp. Parish
Church, Woolaston, Wellingborough

WEST MIDLANDS

Dennis Hayter, Tel: 01527 23550
1st & 3rd Tue, Wilmcote Mens Club, Stratford on Avon

WEST SOMERSET

David Dyer, Tel: 01643 841139
2nd Wed, Anchor Inn, Exbridge

WEST YORKSHIRE

Gordon Carr, Tel: 01535 644568
1st & 3rd Thur, Bankfoot Cricket Club, Wickets Close, (off
Cleckheaton Rd), Odsal, Bradford

WILTSHIRE

Bill Riley, Tel/Fax: 01225 863811
1st Tue, The Toll Gate, Holt, Trowbridge

WYVERN

Steve Pighills, Tel: 01902 672479
Every Thur, 10pm, Potter's Rose & Crown,
Colley Lane, Halesowen



TRAIL

FEBRUARY, 1996

No. 210

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

EDITOR: Michael "Nettlebed" Pedley.



Four Acre Lane, SP633410.

Photo by Peter Knagg, Lancashire

CONTENTS

Editor	3	Notices	12
National Executive Meeting	4	Trail Test	13
Congratulations TRAIL	5	Open Letter	14
RoW Target	6	Advertising the TRF	15
RoW News	7	Riding in the USA	16
Operation Sheepwatch	11	Poem	19
Letters			20

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

CLASSIFIED

DROVERS ROADS OF WALES 240 pages, all roads with Grid Refs, £7. O.S. Map 161, 1958, £3.50. Prices include p & p. Tel: 01493 700957.

YAMAHA DT125R good condition, low mileage, 1994, £1500. Tel: Steve, 01843 584427 (Kent area).

WANTED suitable trail bike for beginner to take test on etc., up to £500. Tel: Richard, 01798 818507 with details.

PIRELLI MT21 90/90-21, 110/80-18, under 500 miles, twice off road, £65 per pair. **BRIDGESTONE E001 300/21** new, £35. Tel: 01903 830541 (Sussex).

HONDA XR500 twinshock, 1980, very good all road. You won't find a better one. MOTd. £995 ono. Tel: (Somerset) 01823 433972.

HONDA XL185S fitted with late type 6 speed engine. Excellent condition. 12 months MOT, £450. Tel: 0181 660 9620, Surrey.

HONDA XL185 "V" reg in full trail trim, 12 volt Zeno lighting needs no battery, complete with all original standard bits, cables, rear shocks, spare rear wheel etc. 12 month MOT, excellent trail condition throughout. The Editor's spare bike and pride possession. £560. Tel: 01200 445657, can deliver.

ATTENTION SPECIAL BUILDERS XR250RF RV engine '89? Rebuilt after chain damage with carb - v. low mileage - offers over the £200 spent. ALSO, CR rolling chassis with WP USD F. forks, discs and tyres like new. Frame modified for XL185, to clear £150. Tel: 01734 696783, ask for Colin - I'll give 20% of sales to TRF funds.

HONDA XR350 "A" reg, disc front model, one owner from new, excellent condition, £895. Tel: 01737 212885.

BODY ARMOUR Wulf "Touchdown" cost £70. As new £35 inc. p & p. Tel: 01772 792625.

WANTED plastics for early Serow. Tel: Phil Sadler, 01332 344495, Derby.

KAWASAKI KLR600 Acerbis Paris Dakar long range petrol tank (cost £220), £95. Also for the same bike - luggage rack, custom made £25. Workshop manual £10. Tel: 01706 828197 (Lancashire).

WANTED KDX125 front wheel (aluminium rim) with or without disc (1991 onwards). Tel: 01245 329118.

KAWASAKI KLR600 big trail bike in original Kawasaki "mean green" colours. Two owners from new, excellent condition, 12k miles, £875. Tel: Mark 01845 526816 (N. Yorks).

YAMAHA DT125R 1991 (approx.) "Q" reg. Very good condition, electronic power valve fitted (24 BHP!!) only 3200 mls. Black/blue, new sprockets and "O" ring chain. Acerbis tool pack, MXA tank cover, Renthal bars, etc. ALSO spare Yamaha DT125R in bits (no frame). £950 ono. Tel: 01609 748488 (N. Yorkshire).

WANTED Honda XR200R ProLink. 81-83 model, in good condition, must be good runner. Tel: Northants (01604) 701209. W/ends best?

INTERESTING GREENLANER: Triumph-Wassel 1975 "N" reg (V5), 500cc unit construction with mag - in hand built wassel duplex frame. C.W trail (50T) & trials (60T) alloy sprockets. Beta forks. Adventurer alloy tank. "Loads fun"! £895 ovno. Tel: Dave, 01275 373652 (Nr. Bristol).

KMX200 1989, 18" rear wheel. Lots spent. New tyre, a good trail bike @ £895. Tel: 01457 872380.

MAGAZINE ADVERTISING

***DISPLAY ADS:** Phone for rates:

Alan Wilkinson, 29 Christopher Close, Heckington, Sleaford, Lincolnshire, NG34 9SA.

Tel/Fax: 01529 460793

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

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

TRF OFFICERS

CHAIRMAN Tony Stuart, Cambrea, Worthy Hill, Trebetherick, Wadebridge, Cornwall, PL27 6SG. Tel/Fax: 01208 862960

DEPUTY CHAIRMAN .. Brian Wright, 3 Kensington Terrace, Sanderstead Road, South Croydon, Surrey, CR2 0PJ. Tel: 01679 63373 (Sun-Tue), 0181 686 3458 (Wed-Sat)

PUBLIC REL. OFFICER . Mark Holland, Corn Farm, Devauden, Chepstow, Gwent NP6 6NS.

Tel: 01291 650240 (weekends only)

MEMBERSHIP SEC. Graham Stratford, 38 Thornton Crescent, Old Coulsdon, Surrey CR5 1LH.

Tel: 01737 553599

SECRETARY Dave Clegg, 10 Hardwick Road, Pill, Bristol, North Somerset, BS20 0DG.

Tel & Fax: 01275 373652

TREASURER Tim Ley, 17 Heigham Close, Shelton Lock, Derby DE2 9QF. Tel: 01332 704748

EDITOR Michael Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe, Lancs. BB7 4JF.

Tel & Fax: 01200 445657

RoW OFFICER Steve Neville, 19 Henley Deane, Gravesend, Kent, DA11 8SU.

Tel: 01474 332785.

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

EDITOR

The DoE in conjunction with MAFF (more confusing abbreviations) have recently published a document entitled *Rural England - A Nation Committed to a Living Countryside*. How do they think of the titles?

The publication promises to 'review the most effective ways of managing vehicles' use of rights of way ... and discuss with interested bodies whether **general legislation** may be necessary'.

What is **general legislation**? Sounds extremely dangerous to me. Is anyone aware of this document or any discussions with 'interested' bodies? It sounds as though we should be!

The new Countryside Movement continues to attract media attention. Lord Peel, chairman of the anti-freedom to roam Game Conservancy is allegedly involved, plus NFU president Sir David Nash. Do you think they intend to tolerate us whilst excluding the Ramblers?

We could make some friends amongst the farming community however with Howard Wadsworth's splendid 'Sheepwatch' project (see full report elsewhere in this issue). Let's hope that this expands to cover the whole country and gives us some much needed credibility as well as helping to stamp out this despicable act

which involved the theft of some 2850 sheep in North Yorkshire alone last year! Please wear your sticker - the telephone numbers are valid for the whole country.

Much of the material in TRF Editorials comes from the excellent journal of the Byways and Bridleways Trust. I can almost guarantee that every issue contains something of interest to the Trail rider and if you do not subscribe as an individual why not at least get your Group to take out a subscription? Write to B&BT, St. Mary's Business Centre, Oystershell Lane, Newcastle upon Tyne, NE4 5QS or telephone 0191 233 0770. The January '96 issue was, incidentally sponsored by 'Challenge Events'. Never heard of them? Well you have now - just because they sponsored B&BT!

NETTLEBED

ESCAPE TO THE SUN!

We offer trail riding at its best in southern Spain the whole year round.

- * Transfer from and to Malaga airport
- * Bed & Breakfast in comfortable apartments directly on the beach
- * Superb trails from sea level up to 11,000 feet
- * Yamaha XT600E or TT600 with unlimited mileage included

PRICES FROM £599 /WEEK

Guided one week tours through southern Spain, Portugal and Morocco (2 weeks). Our special Christmas tour offers the opportunity to participate in the support of the Granada-Dakar raid.

P.S. The company is owned by a bavarian called Footsie "but I hope you won't hold that against me!"

For further information and a brochure call or fax to:
SIERRA NEVADA ADVENTURE TOURS SL.
Apartado 529, E-18690, Almunecar, Granada.
Tel. & Fax: 00 34 58 63 51 23.

NATIONAL EXECUTIVE MEETING

National Executive Meeting
10.30 a.m. 24th February 1996
NATIONAL MOTORCYCLE MUSEUM, SOLIHULL

AGENDA

"WELCOME"

APOLOGIES

1. MINUTES OF LAST MEETING
2. OFFICERS' REPORTS
3. GROUPS:
 - 3a. ESSEX GROUP establishment and approval of. Presentation by Group Rep(s).
 - 3b. PEAK DISTRICT GROUP establishment and approval of. Presentation by Group Rep(s).
 - 3c. Group "Territories" and Responsibilities. To be defined by Group Reps present.
4. BMF RALLY - 18/19th May 1996, assistance to S. Northants Group.
5. DIRT BIKE SHOW 1996 assistance to Groups/members attending.
6. TRF Trail Riding Book - Ian Thompson to edit - contributions by National Membership.
7. Joint/Family and Associate Membership and postal vote: motions 1996 AGM?
8. Membership Drive: National and Group. MAG "GET ONE IN" Campaign.
9. CO-OPTED OFFICERS - Approval of Titles.
Richard Marshall: LARA National Liaison Officer
Tim Stevens: RoW Consultant (+ National Vituperator!)
Regalia: Richard Tallon (now wishes to continue with this task - for the moment)
Equestrian Event Liaison Officer to be established.
(Norman Howard's discussion paper & Colin Patient's Equestrian Event "Contract").
Publicity Display Equipment Co-Ordinator: Jeff Ward.
10. RoW
- 10a. Presentation by Steve Neville (after lunch)
"TRF STRATEGY FOR GREEN LANES" - followed by discussion.
- 10b. North Stoke: Action Plan (Richard Marshall).
11. Revision of TRAIL format.
12. TBM Ads & Liaison.
13. "TRAIL" (Walkers Magazine) - copyright of name?
14. TRF Internet/Web "Page": Whose computer?
15. Coast to Coast Run - administration of, and accountability/publicity.

AOB

TRF = COST EFFECTIVE FUN

**If you have any opinions and want to make them known,
NOW is your opportunity.**

Ed. - If you and your group wish to be kept informed as to what the TRF is doing, just get down there.

CONGRATULATIONS TRAIL 1996

- A GOOD START.

This morning's post brought our January edition of TRAIL. I read it with joy as I drank my morning coffee. There seems to be a real feeling of togetherness and strength for the year ahead. All the letters and articles seemed positive for a change. It is how I remember the magazine when I first joined the TRF many years back. I normally skip most of the editor's article as it has seemed to spell gloom, (no offence meant Ed), but he got us off to a good rosy start this month as I read his comments to the end. For a couple of years I have seriously considered not renewing my membership, having only done so on account of all the Horse events I am involved with along with other (mostly) TRF riders.

One of my memories of the early mags I received were all the run reports from around the nation, sharing their experiences, good or bad, with the readers. On days when there were no runs I would pull out some old mags and read them by the fire renewing the stories from afar. For some time now I have read the bits of the mag I found interesting then binned it. Time has arrived again to start another file I believe. Well done Ed and team, let's keep the good times rolling, it's what the new members want to read about. (Not forgetting the prospective new member who we have passed the mag on to, as I used to do).

In December TRAIL a letter was published about the Equine Events I engaged in last year. I made a request for volunteers around the nation. I am pleased to report I have to date received names and phone numbers of about another 9 or 10 helpers. For my part I will write or delegate some one to write about each Horse Event we have done during 1996.

Work permitting I plan to do some serious trail riding again this year and had intended to do the Coast to Coast run, however it is Golden Horseshoe weekend, one of the BHS premier annual events. Perhaps next year it will not clash (hopefully).

*May you all enjoy good riding & share your experiences in
TRAIL during 1996.*

Norman S. Howard, Dorset

ERRATUM

TRF 1996 AGM

Due to the tides at Weston Super Mud the date of the 1996 Beach Race is different from last year - consequently we have decided to change the date of the AGM to

SATURDAY OCTOBER 12th, 1996, AT 10.30 a.m.

INSTITUTE OF PUBLIC RIGHTS OF WAY OFFICERS

DECADES OF DELAY FOR MILLENNIUM RIGHTS OF WAY TARGET

Most local councils throughout the country will not meet government deadlines to give legal protection to the nation's 120,000 miles of footpaths, bridleways and byways, according to research by the Institute of Public Rights of Way Officers.

In last year's White Paper on Rural England, the Government reinforced its aim that all rights of way in England and Wales should be legally defined, properly maintained and publicised by the year 2000. However, many public paths will remain obstructed, overgrown or legally unprotected well into the next century.

Landowners also face years of uncertainty as they wait to see if long-forgotten ancient routes will be reopened across their land.

The Institute was told that most local authorities publicly claim they will meet the Millennium target by at least the year 2005.

But when they contacted officers working on the ground they discovered a different story.

The survey of Rights of Way Officers showed:

- 72% did not believe the target would be met in their authority by 2005.
- Over half (52%) thought their authority would not meet the target by 2020.
- The average estimated year for completion was 2024.
- 85% did not expect resources to increase in the next five years.

Cash restrictions and cumbersome legislation were blamed for the delays by most council officials, few blamed uncooperative landowners - or path users - for major problems.

NOTE THESE NUMBERS! The Institute welcomes media coverage of its activities to increase awareness of countryside access issues and our members' work. We can give clear, impartial and accurate comment, free from the restrictions of pressure groups and central/local government. Contact Stephen Jenkinson - Press Officer: Telephone 0973 721685 (work), 01535 637957 (home), Fax 01535 637576.

IN CHAINS

HUGE DISCOUNTS

on top quality chains & sprockets
for all makes & models ready for
immediate despatch.

TYPICAL PRICES (INC VAT & P&P)
DEPENDENT ON MODEL:
428 CHAIN KITS £25 - £32
520 CHAIN KITS £36 - £44

All kits supplied with either long
lasting steel or rental alloy rear
sprocket & heavy duty chain.

RENTAL BRACED BARS £20 - £22

Gasket sets from £8
Brake pads from £10
520 'O' ring chains £44 - £48
Fork seals from £7 pair
Clutch/brake levers from £4

**BREAKING VARIOUS MOTOCROSS
BIKES FOR SPARES**

01425 474800

RoW NEWS

SNIPPETS TAKEN FROM 'HAMPSHIRE LANES'

NEWS - Surface repairs at the junction of Wick Lane and Steeple Lane, Breamore, is a project put forward by Mr. E. Charlesworth from that Parish. If you would like to join him at Steeple Lane on the 24th please call him on 01725 512228. (Junction = SU125215).

There is still a pressing need for evidence supporting vehicular status on the Weston Patrick and Bradley Lanes. As proved at Litchfield & Woodcote, where the Inspector found in favour of byway despite HCC's request for a bridleway, user evidence counts for a lot.

Compiled by Dave Tilbury, Tel: 01703 6188937.

RoW NEWS

The CLA have asked all its members to make a new year resolution to walk all these RoWs to ensure there are no obstructions on their F/P and B/W (what about RUPPs and Byways?) Also to check signs indicate the route users should take. Quote "some members are breaking the law" (an understatement).

So next time you go out trail riding and find your way blocked, obstructed and not signposted you'll know the farmer has broken his new year resolution won't you, how to get it corrected is another matter.

The Northern Region met on Wednesday 24th January. The main topic was about the damage to Pockstones Moor and what could be done about it. The compilation of master maps is continuing with Landranger 102, 103, 109, 98, 99, 104, 105 completed. This information will not be available for general use until a club copy is produced.

On a different note we were informed of SHEEP WATCH, this is not a sad bunch of farmers who view their concubines all day (look it up), but an attempt to stop sheep theft. It is hoped that money may be made available for a

BRECON BEACONS

- * B & B from £16.00
- * 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: 01874 623339

*We welcome old
members and new!*

bike sticker so that we can report anything suspicious whilst trailing.

Peter Knagg, Lancs.

MEETING WITH THE DoE & PLANNING INSPECTORATE

It can be very frustrating for a local TRF rights of way enthusiast to undertake research on a lane that one has ridden for years in the hope that it will be given byway status, only to have an inspector decide that because the evidence was not conclusive he would play safe and recommend that a bridleway order be made.

To be given the opportunity of speaking to his bosses and point out the deficiencies (to put it mildly) in the way decisions are made is every dissatisfied BOAT (sic) enthusiasts dream. To have the chance for a good old moan having received a negative decision on a RuPP is some consolation.

A meeting of users' groups was convened on the 3 December 1995 at the DoE/Planning Inspectorate (PI) HQ in Bristol. The meeting started with an introduction saying what the PI was and what the meeting would discuss. We were to only discuss generalities, not specific decisions.

We discussed the niceties of PIs, layout of the hall, presentation of documents, facilities to include projectors OHPs, etc. To some it may have seemed trivial, but one point made by the Cyclists Touring Club was highly relevant for

the hard of hearing. He suggested an inductive loop for hearing aids. A good idea. It's not much use if the old boy who rode Gumboot Lane in 1929 with his Grandpa can't understand what's being said!

The question and answer session was the good part. Martin Harding kicked off complaining about PI dates clashing. This was relevant to the recent North Stoke debacle with another Somerset PI clashing. Conspiracy was denied, it's the Highway Authority who decides?

The use of legally qualified advocates was discussed at length. The PI representatives tried to play down the fact that Inspectors pay more attention to a barrister than anyone else. They suggested that an Inspector finds it useful to have a legal expert to hand even if he represents one side. Alan Kind quite rightly said that this is a dangerous

precedent since barristers are expert at bending the truth to strengthen their own side's case. Quite often Lay Advocates know more about rights of way law.

I asked about the quality control aspect of an Inspectors decision. Much effort apparently goes into making sure the Inquiry itself is conducted fairly with everyone having their say and a chance to give evidence. It made me think of the American Wild West quote;

"..we give horse thieves a fair trial before we hang them .."

However the actual decisions themselves seem to get missed out from the kwolety kontrol. How thoroughly does the PI check back to see what evidence made one lane a bridleway and yet another a BOAT? The answer is not very. I said that if they did not do a QA/QC audit then the users would. In fact one organisation has already done this on a lane by lane basis. The results make for sobering reading.

What I think we need is some sort of scoring system. Zero to 100; with 0 an absolute bridleway and 100 a concrete (?) BOAT. Each piece of evidence gets a score. Enclosure award 10 points, Finance Act 10 points, user evidence a composite of number based on user and length. Old maps score up to 5 points each etc. etc. Since we are talking about balance of probability then 51 points just makes a BOAT, below 50 a bridleway. A 49 score means that the production of more evidence could tip the balance for a subsequent Wildlife & Countryside Act s53 claim. One hundred points plus is absolutely conclusive. Maybe this is an oversimplification but it can't be much worse than the present lottery. Also it would counterbalance the current practice of rubbishing individual pieces of evidence making the whole worthless. Ex TRF Chairman Richard Marshall summed it up thus;

"One tree does not make a wood, two trees do not make a wood, a dozen trees do not make a wood, therefore several hundred trees do not make a wood. They can't see the wood for the trees".

There was a fair bit more and for those who are interested, the Byway and Bridleway journal have a good question and answer section called "A view from Bristol" (1996/1/1 edition).

GREEN LANE DAY

Andy Bush AWDC National Rights of Way Officer is co-ordinating National Green Lane Day on the 24th March. The idea is to choose one lane in each county and repair/clear it. The AWDC are acting as the lead organisation on this, but TRF assistance is also required. Contact him (weekends - 01634 260495) for information on what is happening in your county.

I mentioned the Internet before. Motonet, the US based dirt bike ezine has changed its URL to; <http://www.motonetmag.com>

Give it a try. They have similar problems to us but with a different slant. Rumour has it that they have absolute hell trying to find 18th Century enclosure awards!!!!

KTRAIL SPORT OFF ROAD TYRES AND ACCESSORIES

Get Some Grip On The Trail With

Barum Quality Trail, Trial, Enduro & Mx Tyres by Mail Order

Enduro Tyres	C20	130/80-17	\$40.50
(6 Tread Patterns)	C24	120/90-18	\$31.00
	C21	110/100 -18	\$32.00
	ED93	120/90-18	\$37.00
	C14	4.00/4.25-18	\$30.00
	S27	3.00-21	\$23.00
Trials Tyres	TR1	4.00/4.10-18	\$31.00
(Hard/Soft Compound)	TR1	3.00-21	\$24.00
Trail Tyres	M13	4.00/4.10-18	\$26.00
	M13	2.75-21	\$22.00
	ED9T	120/90-17	\$38.00
The ULTIMATE tyre for small trail bikes			
NOW IN STOCK →	S25A	110/90-18	\$28.00
Comp. Heavy Duty Inner Tubes		4.00/5.00-18	£ 8.80

Enduro tyres are NOT embossed with "Not for Highway Use" or "NHS".

Prices are inclusive of V.A.T.
Carriage charges - 1-4 tyres \$4.50
5+tyres FREE

This is a small selection of the extensive range of tyres available. For more details and a copy of the fully illustrated price list

EAST MIDLANDS TRF MEMBER

Telephone : 0194 985 0530 (anytime)

ESSEX

Epping Forest District Council are attempting to put a blanket TRO on all byways in their area. This was tried in 1991 following the usual irrational and bigoted propaganda. Epping Forest act as an agency on behalf of Essex County Council and may be acting *ultra vires*. Circular 2/93, consultation, no, nimbyism, yes.

There is also the possibility of a new group in offing. Hopefully we should hear something from them fairly soon.

SURREY

Several months ago I was contacted by a local councillor regarding a byway at Claygate. He said that use of this lane was of concern to local residents not because of recreational use but as a rat run. Development of the area by Chessington World of adventures is also a concern. He wanted the county council to downgrade or TRO it. Whilst I sympathised with his alleged concerns I could not see any real evidence of a real problem after speaking with local users. I cannot believe the average Surrey executive in his Jag/BMW/Merc/Rover would use a byway as a shortcut. Developers care very little for the status of a right of way when considering multi-million pound projects.

KENT

The unadopted green lane, Drake Lane is to be the subject to an environmental impact survey. When I can find out who the consultants are I'll see that they are aware of our expertise.

Sorry about the South east bias, I'll try to redress it.

Next month - the RA, CPRE and GLEAM continue to produce lots of uninformed drivel. Unfortunately several magazines from the Institute of Advanced Motorists Milestones Magazine to Which? magazine have carried articles (along with pix of walkers with uncontrolled dog(s)). There are some very sad people out there.

Steve Neville, RoW Officer

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 Evening Meal

Contact us at:

**Swain Street, Watchet,
Somerset TA23 0AB.
Tel/Fax: 01984 634434**



Following publicity in the press about the serious amount of sheep stealing in the North Yorkshire Moors, the organisers of Operation Sheep Watch were contacted, and offered help by TRF members.

A meeting on the 18th January at Hovingham was attended by Gordon Carr (West Yorks Group), Leo Crone (Teeside) and Haydn Ryland and Howard Wadsworth (East Yorks.) along with Brian Cook and Tony Flintoft who are the farmers driving force behind Sheep Watch. The TRF members feel that we as an organisation, are best placed to help out, in that we are highly mobile, carry mobile phones and cameras, and have members riding the tracks almost every day and certainly every week. Our experience is that seeing sheep being managed and moved is a regular occurrence, but up to now, we assumed all these activities were above board which in some cases will not be the case.

Last year in North Yorkshire alone 2850 sheep were stolen worth £142,000 and for the hill farmers, represents a big proportion of their earnings as insurance cannot be gained to cover the losses.

Brian and Tony are very enthusiastic that a partnership between farmers and trail riders can only be a good thing and must help them in their fight, and equally the three Group Reps feel that anything which builds rapport and helps the farmers can only be to our benefit.

It is suggested that all our TRF riders be ARMED, with a pen and note book; that we are inquisitive, in a friendly manner, when seeing vehicles and sheep movements, that we build up a rapport by talking to those we see and explaining our involvement in Operation Sheep Watch; that we log vehicle numbers and descriptions. Brian and Tony point out that many of the thieves have farming connections, frequently using trained sheep dogs, and will look to the casual observer to be no more than farmers going about their everyday business, therefore any information gathered should be reported to Operation Sheep Watch, AS SOON AS POSSIBLE on 01609 883387 (Tony), 01642 778371 (Brian), or Fax 01609 883387.

Since Sheep Watch became public knowledge in the North Yorks. Moors, the thieves have moved much of their attention to the Lake District although Exmoor and Wales are also suffering greatly, therefore this offers TRF members in these areas opportunity to get involved.

Finally it is suggested that TRF members bikes carry a sticker publicising the joint partnership in the fight against rural crime, also anyone having ideas on the scheme contact Tony or Brian or Group reps.

Howard Wadsworth, East Yorks.
We ask all TRF members to put the sticker enclosed with the bulletin on their bike and if they see anything no matter which part of the country they are in, ring one of the numbers which are shown on said sticker.

NOTICES

THE 3RD EAST MIDLANDS REGIONAL MEETING

Saturday March 9th at Rutland Sailing Club, Edith Weston village, near North Luffenham, and will feature a presentation by Steve Neville, National Rights of Way Officer "The Future of Green Lanes".

Members who have NOT previously attended the East Midlands Regional Meetings should contact me before March 4th so that I can advise the caterers of approximate number of TRF members expected.

We are keen to involve members from Essex, Norfolk and Suffolk as those counties have not previously been represented.

Jeff Ward, Tel: 01536 267036 (day), Fax: 01536 408787.

REGIONAL MEETING FOR THE CENTRAL SOUTH REGION

Some considerable time ago I volunteered (in the absence of any other volunteer) to organise a Regional Meeting for the Central South Region which comprises of The Isle of Wight, Hampshire, Berkshire and Oxfordshire. The meeting is to be held on **Saturday the 30th March** at a venue on the A3, which is a road that traverses the length of the region. The exact venue will be notified to you when you telephone me. There are two reasons for this: 1. I want to know the exact number of people attending for seating and catering purposes and 2. I haven't booked anywhere yet. As the people attending will have to elect a Secretary, Treasurer, Chairman and Rights of Way Officer do not attend lightly. As I am not free on Saturdays I will not be pressed into any post other than organising the first meeting - so it's all up to you! I have an answering machine on my telephone, so do not be surprised and if necessary leave your own phone number so that I can call you back - and the time and day that you rang.

I have several venues in mind, such as Highclere Castle, or the Plough at East Stratton, but until I know the size of the response, nowhere will be booked.

John R. Higgin, Hants., Tel: 01256 841350.

MIDWEEK TRAIL RIDING

Are there any TRF members who would like to go on midweek runs? If so contact Eric Haworth by phone or fax on 01565 777377.

If there is sufficient interest, he will set up a network to help organise them.

It may help to take the pressure off some of the more sensitive lanes to use them occasionally midweek.

TRAIL TEST

ON GAS-GAS PAMPERA 250CC TWO STROKE

The looks of this bike, finished in red, black and chrome are absolutely STUNNING. It would be an asset in your front room. With a specification including hydraulic clutch, discs all road and trials type frame I expected some outstanding performance and I certainly got that.

It is a very thinly veiled pukka Trials Bike. One rider said it was the best TRIAL bike he'd ridden this year! And really that sums it up perfectly. If you want a GAS-GAS starter trial bike then this beauty for considerably less loot than the genuine article would fill the bill nicely.

But - as a TRAIL bike? Well the Spaniards call it a Fun Bike and that's a good name, you can have lots of fun so long as you don't stray too far. Wales on a Sunday is not on. 55 miles with 6 more on reserve is all you can risk on its 7 litre tank and unless you can be sure of your refuelling points you mustn't stray too far from civilisation.

Handling on trail is too easy. You can use 1st, 2nd or 3rd, so far as trail riding mortals are concerned they are all the same. 4th is for easy ones whilst 5th takes you up to the road gear of 6th. The ratios are quite wrong for our use. I would like to see 1st between 2 and 3, 2nd between 3 and 4, 3rd being about 4th, 4th nearer 5th and 5th being upped to let the bike reach about 45. At present if you peak rev and change into 6th on an upgrade the engine won't pull it and you have to go back down to the low 5th. 6th does not need to be higher because the frame and fork geometry does not encourage speeds above 55mph. The test bike had had its rear sprocket reduced by about 6 teeth to a 35 and I think it was about right.

Handling at slow speeds is, as expected, quite superb. But many of our trails are taken at higher than trial bike speeds and when you do this on the Pampera I found the sharp fork angle was easily deflected on rocks and I ended up footing in places where I never do with the Serow or the XR200. Keep the speed down and it copes with EVERYTHING on the trail with deceptive ease. I had to relearn some techniques on downhills because the engine has no stopping power whatsoever. I ended up sitting on the carrier using the rear brake only or trials riding, stood up, at low speed. A shut throttle in first revved to 20mph on a steep grass downhill and it would have gone faster if I had let it!

Another problem I found was the prop stand. It is my habit, and I think most other trail riders, to get off on the left hand side and flick the stand down with a leg. On the Pampera the stand is on the right, tucked well away, so that it is impossible to leg flick it down as you stop. You must stop and either get off on the right or lean over the bike to reach it. For me, that is a big mark against. The lights are only there to comply with the law. Riding down the unlit lane to my home I had to slow down considerably because the lights gave no help whatsoever. This would not be a problem for me personally because I only use a bike for trail riding but if you needed it to be dual purpose then it would be a factor. The seat is low and comfortable. I wish it was on my Serow! Retail price about £3500 but expect to find it sold around the £3300 mark. If you want one I can get a special deal for TRF members.

Rod Butterworth, Staffordshire

An open letter to the TRF Executive Committee

Dear Executive Committee,

I recently made a simple and concise Application for Executive Approval for the new PEAK DISTRICT GROUP via our National Secretary, Dave Clegg.

Dave was kind enough to telephone me to point out that a non trail riding spouse of a member would not be eligible to act as our treasurer as she was not a member herself, (how rich we must be when we can afford to turn away volunteers like this, but this application intends to conform and we have elected a replacement).

Dave went on to explain that he thought we would stand less chance of being approved if we did not have personal representation at the forthcoming Executive Meeting.

Our Constitution states that members shall be encouraged to form local groups and that a representative shall be entitled - not obliged - to attend Executive Meetings. It says nothing about restricting our chances of being recognised if we are unable to make a personal representation. (I was one of the 4% who attended the AGM in October, so although I have nothing against such meetings I do not like the idea of being told we have to do something not demanded by the Constitution, or else...)

A postal application does not contradict the terms of the Constitution, although I realise now that the Executive Committee will require a little more depth to our application.

Apart from the basic "who does what" details that I have already supplied, we are a bunch of mature, sensible and responsible members who have been meeting at The Travellers' Rest, Ashbourne Road, Derby at 8pm on the 1st Thursday of each month since October of last year. At our most recent meeting the attendance had risen to 21. There are at least three of us who are actively involved with rights of way work and our RoW Officer, who takes his bike out almost every Sunday of the year actually manages to spend even more time researching than riding. Our group is an asset to the TRF.

I have spoken to our neighbours, The North Midlands Group and The Derbyshire and South Yorkshire Group and they have both wished us luck.

However, I have been informed by several people that there may well be some heavyweight opposition to our new group. Hence this letter.

I ask you to consider this application according to the Constitution that has evolved over many years according to the wishes of the TRF members who formed it.

We know that we are more than capable of running our group in a happy and responsible way but some of us seriously resent the implication that unless we turn up, cap in hand, at the next Executive Meeting, our opposition will see us off.

We are The Peak District Group and will continue to be so. We are promoting the TRF and we are working to uphold our rights to ride. As TRF members we feel it would be nice to have official recognition.

Phil Sadler, Secretary, Peak District Group

ADVERTISING THE TRF?

Yes, we have finally done it! Page 48, March issue of Si Melber's "TrailBike Magazine"... TRF advertisement. Interwoven with our Julian Bruford's excellent "Rough Guide to Exmoor".

I must give credit to Garry Watson for the basis of this advertisement.

Garry's approach was down-to-earth, back to basics and he managed to probe behind many of the pre-conceived ideas that stifle some.

In addition to his useful input at meetings, we had some long and very useful telephone discussions.

He struggled long against hard times. We wish him every success in his new career in performing arts.

I see that his Serow is being traded down for a lesser bike - hope he has time to enjoy a bit of trail riding.

I welcome comments on the advertisement and suggestions for future advertising. Note that advertising for members (recruitment) is different to advertising to publicise the activities of the TRF (PR, publicity or promotion).

Mark Holland, PR Officer



**TO FIT MOST
TRAIL, TRIALS,
MOTO'X
MOTORCYCLES**



FOURNALES
SUSPENSION

**TWIN & MONO AIR SHOCKS,
ROAD/TRAIL, XR, DR,
TENERE etc.**

**PROGRESSIVE SUSPENSION
FORK SPRINGS, MONOSHOCKS,
AIR PUMP & GAUGE KITS**



M.R. HOLLAND
(DISTRIBUTORS) LTD

Ask for Peter
(TRF member) **Tel: (01775) 766455**

POA

Doctors Lane,
Ecclestone,
Chorley, Lancs.
PR7 5QZ.

Racing Supplies

SHOP Mon-Sat 9am-5pm. Phone till 9pm
Tel/Fax 01257 450660/453385

FOR ALL YOUR ROAD/OFF ROAD NEEDS

Acerbis Bush Guards £42	Boots AXO, Alpine-Star,
Copy Bush Guards £23	SIDI, WULF, Gaerne
Hand Guards from £10	Helmets Bell, AXO, CTS
Fork Seals from £5 per pair	AGV, Bieffe Premier
Scott bum bags £24.70	Clothing AXO, UFO
HI-TEC bum bag £45	WULF, Answer, Bieffe
Normal bum bags £16	Jackets W/P from £33
Fender bags from £14	Trousers W/P from £23
Renthal bars from £24.50	Jackets inc. armour £115
Sprockets from £6.15	Rear fender/light £16
Camelbaks large £35.50	Headlights from £23
Dunlopads/EBC/Ferodo £16	Chain 520HD from £31
Low DB muffler £73	Seat covers from £29
Exhaust packing £4	Sump guards from £40
Spares for helmets, boots, Goggles, roll-offs POA	Barum tyres from £28.50 T/R Decal kits £38

**MAIL ORDER SPECIALIST
FULL LIST SAE PLEASE**



RIDING IN THE USA

BLUESTONE "100" DUAL SPORT RIDE

Having decided to move to New York for 18 months I also made the decision that, if at all possible, I would continue riding both on and off-road. To this end I scanned all the US dirt bike magazines that I could get hold of for clubs with a New York zip code. Eventually I found a club called the Hudson Valley Off Road Riders and wrote to them, explaining my situation, and asking if they would put together some information for me. Once in NY I contacted their president, John Rocklin, who supplied me with some information and even put me in touch with one of their members, Randy, who lives close to my new home town.

Having found a source of information the next thing on the agenda was to get a bike. By pure chance I happened upon a "leftover" '94 model Yamaha XT350, which seemed to offer a good compromise between on and off road. I was pleasantly surprised on the day I went to pick it up to discover that the shop had made an error and the bike they thought was a '94 model was in fact a '95 so I really had got a bargain at about \$1,000 under list price!

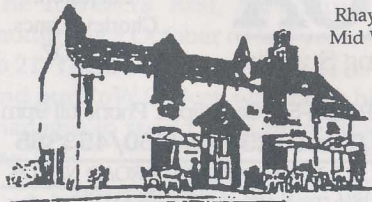
The day I picked the bike up Randy told me the next HVORR event was on October 1st, just two weeks away. It was to be a 'dual sport' ride of mainly easy sections, which seemed an ideal way of checking out my new bikes prowess, and so I set about

frantically putting as many miles on the bike as I could to ensure it was run-in (600 miles) and serviced ready for the event. I just made it, getting the bike serviced on the Friday before the event. As the start was over 100 miles away I had planned to ride up on the Saturday and find a motel nearby, however speaking to John before the event he said that I could stay at his place. An offer that I greatly appreciated, especially when you bear in mind that I had still not met him.

I set off Saturday afternoon in glorious sunshine. As wearing all of my motocross gear, including body armour, was the only way of carrying everything I got some strange looks on the way there, however, a couple of black dudes seemed to appreciate it as they tooted their horn and gave me the thumbs up as they passed in their car.

I started by using the interstates for the first part and then switching on to Route 17 as soon as possible. Route 17 is a good road

The CORNHILL INN



Rhayader,
Mid Wales

**Come trail riding in darkest,
wettest Wales!**

Free guided tours over legal tracks. Riding instruction for novices on 600 acre farm. Pre 65 trials & trail bikes catered for. (For Cornhill residents only).

Contact Bob or Barbara on

01597 810869

with enough bends to keep things interesting but not slow me down and it wasn't long before I found myself following the Delaware river on Route 97. This is a fantastic road with spectacular views and becomes one of the ultimate biking roads at a point called Hawks Nest. With a drop on one side, a climbing cliff on the other and a very very twisty road it was great fun even on a dual-sport trail bike. I am told that both BMW and Porche have made commercials on this section of road and it's easy to see why.

After reaching the fire house which was the starting point for the event I finally met John, his wife Maria and some other members who were helping to keep those brave souls who opted to camp entertained. One real character had driven all the way from Indiana (about 450 miles) just to ride the event. This gentleman was small and frail looking with a huge beard that I half expected a small creature to emerge from any second.

One rider, Tony, asked if I would follow him while he checked that his bike was running OK and so we set off in the dark for a quick spin into town and then on to John's house for some chain lube. Tony then suggested some night time trail riding and with a shout of "follow me" promptly disappeared down a hole dug by John's dog! After picking the bike up we went back to the fire house on the road where John asked if I would like to help them 'sweep' the course. This involves leaving some time after everybody else and making sure that there are no fallen riders or broken down bikes on the trail. Mistaking enthusiasm for ability I agreed but once back at John's house I began to wonder if I had done the right thing as John had a stack of trophies and ribbons on top of the T.V. from various enduros, and not just the easy ones either.

Up at the start by 6am we started signing on the riders and generally getting organised, helped along by someone who had thoughtfully provided coffee and doughnuts. Very detailed directions were given, with most people having roll chart holders fitted to their bikes, which certainly makes life a lot easier. Directions were given to the nearest 10th of a mile with instructions to reset your odometer to zero given about every 9 miles to help cope with differences in speedometer readings. In addition the course had arrows which were numbered and so by finding an arrow you could find where you were on the roll chart. It was fortunate indeed that so much detail was included in the instructions as some local residents had been pulling the arrows down, even though most of them didn't even know what event was going to be put on!

By 9am the car park was getting full, with about 75 riders turning up, and after a riders briefing people started setting off in small groups. Unfortunately "Indiana" was having real problems getting his bike started, but as is normal in these situations a small group of willing helpers was soon at hand; each with their own home brewed remedies, and after some fiddling with the spark plug and a few pushes round the car park the bike finally fired and seemed to be running normally.

The sweeper group consisting of seven riders finally set off at about 10.30. Initially my new bike felt very strange once we got off-road and I had very little confidence in the ability of the tyres to find grip on the loose surface, but after letting them down a bit and softening the suspension things started to work better and I was soon chasing hard as the other riders vanished in to the distance. It wasn't long before we caught up with some tail enders and we stopped to let them move on. After catching them a third time

John gave them directions on how to cut out a large section and then get back on the course and we set off again.

The pace was very fast compared to my previous experiences. It may have been a gentle ride out for those guys but I found chasing down dirt roads and woodland paths at 40-60mph kind of hairy, however I seemed to be coping and it was actually getting easier as I got used to the bike. We caught up with the slower riders again at the lunch stop just as they were leaving so we stopped and took our time eating, however it didn't take long once we got going again to catch them again and so we followed them for a while until they finally made the decision that they weren't going to make it in time and headed back to the fire house by road. It was now 3.30 and we had only covered half of the course and with an expected ride time for participants of 8 hours we had a lot of catching up to do. The pace was upped again but I was now finding it easier to keep up, however in the woods sections they guys were blisteringly fast (hence all the trophies) but I was never more than a couple of minutes behind and so I didn't feel too bad.

Towards the end of the course we encountered a chap who had deliberately blocked the road with his car. He was complaining that bikes had been using this (state owned and maintained) road all day and he didn't like it. John carefully tried to explain that this was a once a year event and it was in fact a public road anyway. Our friend was not very receptive to this having "just spent a million dollars on a weekend house in the country" and when it was obvious that no amount of talking would make any difference to him we just started the bikes up and went around his car. I think if we had stayed any longer John (normally a calm type of person so I am told) would have done something to regret.

We finally arrived back at the finish for our chicken dinner (included as part of the event for all participants) at about 6pm, total distance 174 miles with about 70 percent on dirt roads or woodland trails. Everybody enjoyed it with many complements on the route marking and general organisation. There had only been one breakdown, which was picked up by the truck driven by Tony, and no other problems. Indiana was there with an ear-to-ear grin shaking the hand of anybody who came within ten feet of him and telling everybody that this event had made his vacation.

We all said our good-byes and, not feeling like riding another 100 miles, I accepted the offer to stay at John and Maria's place again. Tony arrived shortly after we got back and we all stayed up talking until about 11pm and then got our heads down. It had been quite a long day.

The next morning I got up early, breakfasted with John and Maria and finally left the house at about 8.00. It was still a touch fresh (40 degrees f) and misty and I enjoyed watching the deer eating nearby just before I started the bike.

Back down route 97 and through Hawks Nest again. As I left Port Jervis onto route 84 which climbs up to about 1200ft. I suddenly realised I was riding along with a silly smile on my face, but this turned to a big grin when I looked to the left to discover the sun shining down on to the top of billowy white clouds. The rest of the ride home seemed to take no time at all as I reviewed the weekend in my head.

This was one of the most enjoyable weekends I have had for a long time; spent doing my favourite pastime; in beautiful countryside; with friendly people; and my

new bike had actually performed beyond my expectations of it.

Having been involved in event organisation before I know what a mammoth task this must have been and my thanks go to all those who helped organise this event, but especially to John and Maria for hospitality beyond the call of duty.
Barry Houldsworth, New York

If you know any people who are coming out to the US, especially the New York/Pennsylvania area then I may be able to help out with information on what is available out here for off-highway riding.

RIDING MY BIKE

P o e m

I've fallen off my bike today
It happens quite a lot
Sometimes when I'm riding fast
And sometimes when I'm not.

I've fallen off my bike again
and given my knee a bash
But no-one's got a camera this time
to record my little crash.

It's happened yet again oh no!
I've had no drugs or drink.
I reckon that the fall occurs
when I slow down to think.

Guess what? I've done it yet again
when riding at the front.
They said it's cos I can't wheelie,
It's a very cunning stunt.

That's it! If I fall off this bike once more
It's up for sale it goes.
It can't be me, I'm not THAT bad
So I've told it, now it knows.

I've geared it down and checked the clutch,
There's nowt more to be done.
"Just ride it smoothly" so they say,
"And you'll be fine my son".

Right, here we go, out on the trail,
Just 'me and some good mates'
It's going well, not too much mud,
And not too many gates.

On to the moors and through some streams
And over a few rocks.
I'm still on board and dry right through
To my rambler's woolly socks!!

I spoke too soon - I'm on my bum
And the XT's on it's side.
I've had it up to here with it,
And hurt more than my pride.

A dented tank, a hole in my leg
And bruises too many to mention.
The bike's a wreck, and only "K" reg.
With soggy "mono" suspension.

So the moral of this tale of woe
For those who've read this far.
If you ride an XT and keep falling off
GIVE UP or BUY A C70.

Now I've broke my leg
And had it pinned,
I am definitely going to sell
The blinkin thing.

Poem sent in by Pete Bligh

Ed. Prize for guessing who this experienced(?) rider is.

LETTERS

RESPONSE

In reply to Sally A. Madgwick's question in TRAIL 209, "What do other people carry in their Bumbags?"

I have to confess that I'm not as well prepared as Sally, but I think that I can help her shed a little weight from her Bumbag.

Firstly one 21" inner tube, this will suffice for front and rear wheels, (unless you're unfortunate enough to puncture both!) One aluminium hand pump, small enough to fit easily into any size Bumbag. Two tyre levers. One roll of insulation tape. One spark plug. One pair of pliers. One riders wrench, which fits front and rear axle nuts. One plug spanner, which also doubles as a spoke wrench. Combination spanners, 8, 10, 12 and 17mm. Assorted metric allen keys. One Swiss army knife. One screwdriver with flat and Philips heads. One bent clutch lever. I've never got round to buying a spare brake lever. My only defence being that the Acerbis Rally-brush guards do a good job of saving levers when I fall off, (which is often). One bag of cable ties. Two small plastic bottles with enough two stroke oil in for five litres in each. One split link. Last but not least a few quid for petrol, an emergency phone call, and more importantly a bacon and egg butty from Grindleford Cafe.

If you ever need any special tools Zembrzuski Motorcycles is the place, Tel:

CHAINMAIL



CHAINS & SPROCKETS FOR THE OFF-ROAD ENTHUSIAST

SUPER VALUE KITS

QUALITY & SERVICE COSTS LESS WITH CHAINMAIL

Sprockets & Kits for ALL MX/TRIALS/TRAIL BIKES

TRAIL BIKE KITS

ALL MODELS	HD KIT	"O" KIT
\$0/80 (420)	£25.80
100 to 350 (426)	£31.50	£58.00
200 to 650 (520)	£42.95	£79.50

BIG CHAIN (520) conversions for MTX, XL, KMX, DR, DT, XT as 520 kit

*DID Standard chain take £4.00 off HD Kit

DUNLOP DISC PADS
EBC DIRT BIKE SHOES

*KIT PRICE INCLUDES VAT, P&P
*PAY BY CHEQUE/VISA/ACCESS
*C.O.D. SERVICE £4.00 extra
*GOOD CHOICE OF RATIOS
*SAME DAY DESPATCH

Renthal
MX/ENDURO KITS

TALON
"GOLD" TRIALS KITS

Brook House, Brookhill Road, Copthorne, Crawley, West Sussex RH10 3QJ

Tel: 01342 717182
Phone 9am to 9pm
for personal attention

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 C.W.O. C.O.D. VISA

UNIT 5, RYAN BUS. PARK,
SANDFORD LANE, WAREHAM,
DORSET, BH20 4DY.
Tel: 01929 554545.

01597 851811.

I bought the handpump from Colin Appleyards, but most mountain bike shops sell good compact pumps, much lighter than a foot pump.

David Riley, North Midlands Group

LETTERS

Ian Thompsons Book Idea

Brilliant idea Ian. Lets get on with it and encourage many new members. We need humour in it and an element of fun to show prospective newcomers we are not all 'old grey beards' as many imagine. As Tony Stuart says we need to enlarge our membership to have more clout over RoW matters, etc.

There may be those among us who think vast new membership is asking for a lot of 'boy racer types'. For every 100 extra new members we may end up with 10 boy racers. Of those 5 may be converted, the other 5 will probably drop out before the year is up. That still leaves the other 90 'normal' members and if only 10 of them become voluntary helpers IT IS 10 MORE THAN WE STARTED OUT WITH. Ian, I haven't had time for trail riding for a few years being involved heavily with horse events. If you want an article for your book on horse events let me know.

Sally & Girl Guides

Many years ago when the Dorset Group had a weekend in Wales and I was riding an XT350 with my son as pillion I used to carry a large bag of tools and all sorts of gadgets. After a very hard ride to the mountain top and back my arm and leg muscles decided either the bag or the son had to be left at home.

Wanting to keep the 'wife' happy it was the heavy bag that left the bike allowing father and son to enjoy more weekends away. However among the items I continued to carry was a spare tube for the front wheel. (A wiser rider than me said you can always put a front tube in the rear if needed but not the other way round). Having had to do this once, not on my bike but a fellow rider who carried no tubes, I know it works. Do I take it your shower gel is for the river crossings? Items I would like to see every serious trail rider carry are:

1. Space blanket. Very light, cheap to buy, folds very small BUT can be a LIFESAVER.

SPAIN

Adds a new dimension to your trail riding

guided tours to:
Picos Mts (May & Sept)
Pyrenees (Sept)

SPECTACULAR MOUNTAIN SCENERY

with choice of routes to suit "mega-trailies" as well as "serious trail bikes"

Further information from:

MOTO-TOURS

Adventure touring holidays

George Cherry, 18 Scott Avenue,
Stanstead Abbots, Ware, Herts,
SG12 8BG. Tel: 01920 871 988

2. A whistle. Any one who has broken away from the others on open moorland in fog or mist will know the value of this small item. It could be a **LIFESAVER**.

3. A compass. Having been in a total fog blackout which enveloped myself and fellow TRF member on Bodmin Moor in a few minutes with darkness fast approaching, this not only saved our day but could have been a **LIFESAVER**.

The above three very small items, not costly, I always carry.

Norman S. Howard, Tel: 01300 341800 (Dorset)

TRAIL RIDING BOOK

I agree with I. Thompson that a new book on trail riding should be published as many things have changed since it's publication especially the bikes. Perhaps with Ian's permission we could make it a TRF Publication.

Perhaps more contribution from members as regards what bike/riding apparel/requirements are needed as regards the different terrain we ride. One recent new member to the Ribble Valley bought an XR600 to learn trail riding on! Now it is for sale.

Whatever happens don't let S. Madgwick do an article on what spares to take out with you unless you want to put people off, mind you, have you seen the TRF list!

At the recent Northern Region meeting we did discuss publishing a book listing all the Landranger maps and which lanes you could ride on them. Perhaps

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.*

01535 644568

Sprockets & Chains

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

B&C
express

Station Road Potterhanworth
Lincoln LN4 2DX

Phone 01522 791369 Fax 794262

this idea is a little too anarchistic as some people in the club still like to keep their lanes secret. What does anyone else think?

(PS next time you put a photograph of yourself Ian in the book, lose the hat).

Peter Knagg, Lancs.

SINCE JOINING THE TRF...

Since joining the TRF 10 years ago I have made my view felt on the subject of enduro/motocross bikes on the lanes several time, and each time I seem to upset someone, so I thought maybe I was not being fair and they were OK.

So I bought a couple of enduro bikes to try. The first, a twinshock PE175 was bought as bits and rebuilt using new everything and proved to be very powerful and had excellent handling at speed, great, but I am a trail rider and don't go fast, so with a seat height about 6 inches higher than a proper bike it had to go. Sold to the Editor.

I also got Peter Ballard's XR200 Prolink when he left the country, again an expensive rebuild, new every thing that was needed. Didn't like this either. Sold to a Lancs Group member.

During my time with these two bikes my old, well modified for trail riding (big tank proper seat, etc.) TLR200 became available, so I bought it.

Slow and poor handling it may be but it's low and almost silent. I also have a DT175MX, so can compare quite accurately trail, trial and enduro bikes. (I also had a DR350S for a few months but didn't get on well with it). For suitability for my type of trail riding, enduro bikes come last but I will concede one thing from the above experiences, and that is tyres. I used Pirelli MT21s on the PE and they were fabulous. So good that I took them off before selling and they will be on my TLR by the time this is printed.

So in the end I was not wrong, enduro bikes are not for me, I like the little things you get on trail bikes like indicators and pillion pegs, proper silencers and all the bits that made riding at low and medium speeds so much more comfortable. I also like small engines and light weight, but most of all low seat heights. I am pleased there are people out there who will put up with the noise, discomfort and general inconvenience of enduro bikes because if there weren't there would not be enough proper trail bikes left for those of us who understand!!!

No Problem, Lancs. Group

Ed. TLR200 is a trials bike.

USEFUL NAMES AND ADDRESSES

BMF LIAISON OFFICER: Derrick Collins, 11 Grangewood Road, Wollaton, Nottingham, Notts. NG8 2SJ. Tel: 0115 9282806.
KEEPER OF STATIONERY: Tony Eyre, 8 Spencer Road, Belper, Derby, DE56 1JY. Tel: 01773 828311.
KEEPER OF DISPLAY BOARDS: Jeff Ward Ltd., Gretton Road, Weldon, Northamptonshire, NN17 3HY. Tel: 01536 267036 or Fax: 01536 408787.
TRF MERCHANDISER: Richard Tallon, 5 Danvers Road, Corsham, Wilts, SN13 9LP. Tel: 01249 715426.