

# 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

## ESSEX

Aelwood Finch, Tel: 01245 329118  
2nd Wed, The Spread Eagle, Margareting, Nr. Chelmsford

## 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, Euloe Place, Buckley

## OXFORDSHIRE

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

## RIBBLE VALLEY

Anthony Broughton, Tel: 01200 23239  
2nd Tue, Pendle Hotel, Chatburn, Clitheroe (off A59)

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

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Peter Banks, Tel: 01749 860396  
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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

Leo Crone, Tel: 01325 380117  
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

MARCH, 1996

No. 211

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

EDITOR: Michael "Nettlebed" Pedley.



View From Eddies (Wilkinson) Seat On Highway. Photo by Dave Loney, Leeds.

## CONTENTS

Editor	3	Gas Gas Pampera	13
F.A.O. All Groups	4	Good News for Cold Hands	15
Message From The Chairman	5	Run Report	16
RoW News	6	National Exec. Meetings	18
"FFF" Syndrome	8	Mix 'n Match	19
HELP!	11	Letters	20

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



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

## EDITOR

At last we managed a half decent turn-out for the February Exec. Meeting. Keep it up!

We were also pleased to be able to welcome two new groups into the Fellowship, the reformed Essex Group and the Peak District Group. The establishment of new Groups is always, in my opinion, a healthy sign.

I find it almost embarrassing to introduce yet another abbreviation yet ORPAs are surely destined to quickly become part of our vocabulary. Other Routes with Public Access, the latest Ordnance Survey classification for 'white roads'. You know - the ones that come and go from the (our) OS sheets at a stroke of some whimsical map maker's pen!

You will remember that the good old OS had pledged to replace all the ones they'd scrubbed out by the turn of the century - or should I say - the Millennium. But it looks from our point of view a bit like the 'curate's egg' philosophy - good in parts. The ORPAs will reappear but the OS will not get embroiled in classification so the question of former vehicular rights will remain locked in the OS vaults or your old maps!

Incidentally, I always but the old pre Landranger 1 series if I see them in junk shops no matter what the area and I have often felt that the TRF should try and put together a complete set of these as they unashamedly indicate all RUPPs and white roads, etc. A nice little task for someone maybe.

Last month a member accused me of presenting a column filled with doom and gloom. I can see his point but as I have previously stated I try to keep it topical and relevant and if the news is gloomy ...

Those who know me would never, I feel, refer to me as a gloomy person. To me the fun of our hobby is in the saddle - and I love it and ride almost every weekend. I don't like meetings, RoW work or even being Editor but to maintain that level of fun someone has got to address the more serious issues - at Group meetings, Exec. meetings, RoW hearings, the AGM and surely in TRAIL.

We could of course present an 'everything in the garden is rosy' out look and then reveal every now and again that we just lost (say!) the Ridgeway but we didn't like to bother you with doom and gloom...

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## F.A.O. ALL GROUPS

### COMPLIMENTARY MEMBERSHIP

To all Group Hon. Secs. who have submitted their AGM returns - thanks.

However, I was surprised to find that not all Group Officer's names appear on the TRF Membership Data Base. I can therefore only assume that these persons are not fully paid up, and possibly never have been, TRF National Members as per the TRF Constitution.

I am somewhat perturbed by this anomaly as those TRF'ers who have *paid up* are subsidising those who either won't, can't, or are reluctant, to part with their £20! Basically, "Freeloading" or if sitting on a Local Group Committee, and I reiterate the word used at the recent National Executive Meeting; "FRAUD"!(N.V.!).

Sorry, folks, I am only too aware times are hard - I am (yes, yet again!) on the "Rock n Roll" myself as I write this. But it seems to fall to the National Hon Sec to do this unpleasant task. So, if Tim Stevens - and our excellent Minutes Secretary, Mary by association, doesn't want the title of National Vituperator - I'll gladly accept it by default! Therefore, if certain persons want to stand by (or even hide? behind) the TRF Constitution in any way, I'm afraid we must bite the bullet and

rigorously levy the annual fee at a local level if the TRF is to grow and become a force to be reckoned with in the ever increasing "dog eat dog" Rights of Way environment. The TRF need money to operate successfully.

**PLUS, WE NEED THE CASH TO FIGHT THE NIMBYS!**

(also see the Ed's open paras in the February TRAIL).

If we all pull together, *and pay up on time*, so that precious resources are not expended chasing members for their annual fee the running of the TRF would be a lot simpler. I wouldn't have to be rattling the keyboard, right now - I could be down the pub or even, heaven forbid, out trail riding, but the TRF has to *come first!*

Dave Clegg, TRF Sec., Bristol

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## MESSAGE FROM THE CHAIRMAN

Now my first National Meeting - and a very busy one - is behind me I really feel that I have got the job. Whatever moved me to put my hand up at the AGM I'll never know!

I would remind Groups that they (and the TRF) can be more easily found if they put an entry in their local telephone directory. The cost is only £3 per quarter - or just over 23p per week.

Anything we can do to get the TRF more widely known can only be for the long term good of our hobby. Operation Sheep Watch will almost certainly help us in our relationship with farmers and other landowners and their respective organisations.

As I mentioned at the National Meeting I am most anxious that we should have a presence (Group?) in every County in England (and subsequently Britain). In order that I might be able to accurately mark up my County Map could Secs of those Groups that do not just cover a County (ie Cornwall) please drop me a line indicating the area for which they consider they are responsible. Dave Clegg has gone to some trouble to find a more pleasant venue for our Meetings. Hopefully "The Barn" will prove to be more airy and less claustrophobic!

And finally whatever you do, make sure you get out there and enjoy OUR countryside.

Tony Stuart, Cornwall

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# RoW NEWS

## RoW NEWS MARCH 1996

I was somewhat non plussed when I received my copy of the IAM magazine Milestones at the end of last year. There was an article penned by the infamous Elizabeth Still (of the Green Lane Environmental Action Group (GLEAM)). In it, the article gave the shock/horror revelation that green lanes were being churned to an endless bottomless bog by countless four wheel drive (4WD) vehicles bent on bogging and winching. The Daily Torygraph, Which? Magazine plus several local rags (eg Kent Extra) have also run articles along a similar vein. However, I rarely see reference to us as the culprits. I'm much happier defending the environmental effects of a 250lb/25bhp motorcycle over that of a 4000lb/125bhp car.

As the experts on green lanes do we agree that this is the case? Certainly in Kent the pundits predicted early in 1995 that the Pilgrims Way would be a Somme like morass by 1996. Having ridden virtually the whole length at the beginning of March the only significant environmental damage I saw was a few (more) tens of metres of hedges having been grubbed out.

The Ramblers sent me a copy of their green lane policy. Much of it is very good. Lots of conservation ideas but we are, apparently, an anachronism. It's still the old, or not so old, misconception that if it does not have tarmac it is not a road. Through the grapevine I get the feeling that many grass roots members of the RA are happy to live and let live. After all they have 95% of the RoW network to play with. Of course we have all the other roads as well; to share with Volvos, trucks and company reps. It's the RA top brass whom we must influence.

Want to join GLEAM and persuade them to do some real environmental work on our green lanes? Suggest preserving the hedges and walls, sorting out the drainage and protecting them from development for a start.

GLEAM, PO Box 5206, Reading, RG7 6YG. Tel: 01734 712103.

## ESSEX

Last month, I mentioned several

TROed byways in Epping, Essex. They are:

- Byway 12, Epping Long Green, Epping Upland
- Byway 26, Toot Hill, Stanford Rivers Parish
- Byway 55, Stanford Rivers Parish, Colemans Lane
- Byway 1, North Lane, Moreton Parish
- Byway 11, Pole Lane, Magdalen Laver
- Byway 67, Pig Lane, Nazeing Parish

The good news is that as long as your vehicle has two wheels one behind the other you're OK. A trike? No way the order says "... no person shall cause any vehicle having more than two wheels abreast to proceed on any part ...". To give Essex CC due credit they can see we don't damage the surface and exempt us from the ban. The problem is ...will they change their minds?

My daughter Sarah (two and a half years old) is gutted. She can't take her trike down it now. More seriously carriage drivers are banned. What sort of carriageway is it if it also bans horse drawn vehicles?

## LANCASHIRE

The status of green lanes in some northern counties leaves much to be desired. Peter Knagg told me about a Roman Road that linked Yorkshire to Lancashire. It appeared on 17 maps and as a second class county road plus other evidence. Following a 1986 byway claim a PI decided that the evidence was too weak so it remains as what I call an unadopted road. No official status at all. Funny, because a footpath branches off from one section. How do you get there by foot? You use the green lane. More details to follow from the Lancs. Group.

## SURREY

There is a byway that passes through a piece of land known as the Hurtwood. The lane is difficult to follow and has been cut across with wide grass tracks. Other parts are overgrown. A letter was sent out by the Friends of the Hurtwood panicking mainly about 4WD use. I wrote back saying they were overreacting and proposed a radical idea. The Hurtwoods very own green lane. The route could be properly enclosed with hedges on those sections where breaks have been made and the remainder cleared to the definitive width. Waymarking to keep vehicular users on the straight and narrow should be added together with an information board outlining the history of the route. This would provide a multi-user ancient highway for all types of green lane enthusiast, whether they choose to use it on two or four legs or two or four wheels, with or without motive power. Anyone who did not want to meet another user using another means of travel could simply use one of the many other paths.

I suggested that it would be encouraging to receive a positive response to my proposal, or a constructive alternative. I wrote with tongue firmly in cheek. This is stock broker England after all.

Steve Neville

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## "FFF" SYNDROME

I'm sure we've all heard about "Gulf War" Syndrome and I hope that there are no TRF'ers afflicted by it. But I'm currently suffering from "FFF" SYNDROME!

Fickle Freezing Finger Syndrome - and does it hurt! I gave up an impromptu (it was sunny and slightly above freezing) trail run this morning 'cos my fingers hurt so much it was destroying my concentration. It felt like each finger tip had been hit with a 4lb club hammer (lump hammer to you Northerners, I believe).

Which is what I'm coming to. Where I now reside has got to be one of the gentlest climates in the UK and, in the past, I've commuted by motorcycle throughout the winter and not really noticed "Triple F" so bad before. Mind you, my commuting was on a BMW with heated grips. Also, before someone has the audacity to suggest "FFF" is a sign of old age - by chance, I mentioned this recent attack "FFF" to someone a lot younger than me who has experienced same - excruciating pain in the finger tips while riding in around freezing temperatures.

"Triple F" was so bad that I had to return home (pubs were not yet open as it was a Sunday morning so there was nowhere to stop to warm up) and I was wearing man made fabric ski gloves that would have melted if I'd put them anywhere near a hot engine) plus I had already nearly stuffed some car in the boot 'cos I couldn't feel the front brake lever. Another factor could have been that I was

on my recently acquired, and near "VED Exempt" R890GS - so any time I hit the tarmac, and when it was legal to do so - of course, I wound it up to 70mph - to get to next green road as quickly as possible and get warmed up again. This is a new experience for me (70mph on tarmac on a trail bike) as I have campaigned XR200Rs for the last 10 years and, in the interests of keeping the cam chain in one continuous length, normally limited tarmac travel to no more than 50mph.

So, I don't know if the combined wind chill factor had something to do with the "FFF" but I would be very interested to hear from any other TRF'er who suffers "FFF" and has found a solution - other than heated grips ('cos they cost money) or may be just some decent leather gloves?

*Yours "FFF"ingly, D. C. Clegg*

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## A WORD OF WARNING

Old George was the curse of his local TRF group. His tatty old bike always broke down on runs but he never carried any tools or spares. He never bought a round in the pub and never closed gates. The lanes, bridleways and footpaths around his home were badly eroded by knobby tyres. But worst of all he wore modern bright coloured riding gear.

When he passed away and arrived at the Pearly Gates he was very surprised to be given a new Gas Gas Pampera and told by St. Peter to ride green lanes for evermore.

He rode for hours and hours without getting tired. The trials bred engine carried him effortlessly feet up over the trickiest terrain. He powered through bogs, cruised along ruts, hopped over logs, jumped over rocks and wheeled at will. Lanes that were once seriously difficult now became incredibly easy. The hydraulic clutch and brakes were simply heaven to use. Ramblers waved and smiled, farmers told him that they wished more people would use their forgotten lanes. It never got dark, a constant red glow flickered in the sky. It never rained, he just rode and rode.

When he eventually got bored, he returned to the Pearly Gates and asked St. Peter if he could do something else.

"No you must ride lanes for evermore," was the reply.

"OH HELL" cursed George.

"That's right," replied St. Peter.

*From a nearly perfect Cornwall Group Member  
All characters are fictitious*

## STOLEN

### FROM LOCKED GARAGE

### IN STIRCHLEY, TELFORD, FEBRUARY 10TH 1996

DR350 registration K276 TFK. White frame and bodywork, yellow seat. Engine no. 128886. Frame no. 110520. Suzuki Secure no. on swing arm and rear light 5K42A11052. About 5000 miles only. Many extras including Acerbis fork covers, rear disc cover, frame covers, tool bag on rear fender. Non-original rear wheel, matt black, both wheels MT43 Pirellis. Heated grips and Taylor Racing stretch tank cover. Also non-original front sprocket. TRF '95 sticker and November '95 tax disc.

Reward for information leading to recovery. Telephone Lawley (01952) 595482 or Telford Police at 290888 (P.C. Williams).

Many thanks, Peter Lawley



## NOTICES

### ● SOUTH CENTRAL REGION ●

A meeting to form this new Region will be held on Saturday 30th March 1996 at the Carnarvon Arms, Burgclere, on the old A34 just south of Newbury, just south of the infamous Newbury Bypass in fact - starting at 2pm and finishing no later than 6pm.

The Carnarvon Arms have an extensive menu for those arriving in time for lunch, and has been known to serve beer.

Peter Banks has agreed to attend - Chairman of the South West Region who will guide us on the benefits and pitfalls.

Matters to be discussed are Rights of Way, Public Relations, Group Programmes, Horse Events and Finance.

This Region will cover the area of The Isle of Wight, Hampshire, Berkshire and Oxfordshire.

Please advise me (John Higgin) if you are to attend by ringing 01256 841350 at any time, but before 26th March.

Thanks for your help, hope that you get this on time.

### ● SOUTH WEST REGION (est. 1989) ●

#### Notice of Spring Meeting

The next meeting of the South West Region of the Trail Riders Fellowship is to be held at the Red Tile Inn, Cossington, on Saturday 11th May 1996 starting at 10.30am.

All TRF members will be welcome, particularly those not in regular contact with local groups and those from other parts of the country. Each group in the S.W. and our national officials are usually represented, so these meetings provide an ideal opportunity to find out how other groups may be coping with the problems you face. There will also be the opportunity to consider how well recent TRF access initiatives may be working.

Due to the village hall being prebooked we are holding the meeting at the usual lunch venue. This may well prove to be more economical but there is less space so if possible, please let me know in advance if you wish to come. Cossington, near Bridgwater, Somerset, grid ref ST360402, is approx. 4 miles east of the M5, junction 23 (North Bridgwater), take the A39 towards Glastonbury and look out for the left turn. Get in touch if you have any queries.

*Peter Banks, Somerset Group Rep.*

## HELP!

### YOUR USER EVIDENCE IS NEEDED FOR RUPPs AT OVER WALLOP AND MARTIN, IN HAMPSHIRE

There are two reclassifications in Hampshire this year where user evidence will be crucial to the outcome.

The first is in April for the 14 RUPPs surrounding the village of Over Wallop (SU284382) 6 miles south west of Andover. The historical evidence is very thin for many of these lanes. We are anxious to secure as byways the three lanes which form part of longer routes and another three which are useful cross links but will need to produce a lot of user evidence for the public enquiry.

The second enquiry in July covers the 6 RUPPs around Martin (SU068193) close to the point where the Hampshire, Dorset and Wiltshire borders join. These are all high quality grassy chalk downland tracks but historical evidence is not good for some.

**If you have used any of the RUPPs at Over Wallop or Martin prior to 1990 please contact Frank or Penny Page on 01703 777696.**

There is good news to report about the Candovers lanes. The Inspector was not impressed by the thin historical evidence but decided that 7 out of the 10 lanes should be byways solely on the user evidence. Many thanks to the 9 members who spoke at the enquiry and over 40 people who sent in written user evidence.

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## GAS GAS PAMPERA

First impressions were of a very light, compact and businesslike machine. Further inspection found the Pampera to be beautifully engineered and put together. The only apparent failing found on first inspection was a poor quality lighting system, which seemed incongruous compared with the standard of the rest of the bike. The lack of indicators, front brake stop-lamp switch, illuminated speedo (in a sensible position) and a neutral warning light, were considered to be important omissions in a bike apparently aimed at the trail bike - or dual purpose - market. An ignition lock would also offer some security when stopping for liquid lunches.

Fifteen members of the Cornwall Group took turns in riding the Pampera over six days of trail riding. All was done in wet conditions and over a wide variety of trails.

First riding impressions were that the bike started easily, hot or cold, with a good prod, and warmed up quickly, the choke being released almost immediately after starting. On moving off most riders felt quickly "at home" and secure, despite its diminutive size and light weight - so different by comparison with your average (?) trail bike which on returning to seemed very large and heavy. Engine characteristics were excellent with a totally clean pick-up and an even spread of power. The power came in so smoothly and predictably that grip was usually easy to find with no unplanned wheelspin. There were conflicting opinions on the gear ratios, but my personal opinion was that evenly spaced ratios would have served our

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trail riding purposes better than the Pampera's arrangement of four low gears then two high ones. Neutral was difficult to find - even more reason for a neutral light.

The hydraulic clutch was a delight and easy to use with just one finger, making the rider feel very professional! Both disc brakes were very light and progressive to use and most reassuring - in fact they were excellent.

Having to premix two-stroke oil with petrol was found to be a particular bind, especially when out for a full days trail riding, which necessitated carrying oil and measuring carefully the correct quantity to add to the tank dependent on number of litres of petrol put in the tank on a refill. Petrol consumption was considered reasonable for a two-stroke, but could not be measured because the fork leg mounted speedo had packed up early in the test.

To summarise - the Gas Gas Pampera is an excellent bike, fully living up to its illustrious - if short - pedigree. It installed immediate confidence in all who rode it, and even deluded us into believing that our riding skills were improving, until being brought back to reality on returning to our usual, more conventional, steeds.

With a more comfortable seat, better lights and the addition of indicators, etc., to make it unquestionably road legal, it would certainly be a most desirable trail bike. (Gas Gas please note!)

P.S. I still think Cindy Crawford is highly desirable without any modifications or improvements and know what I would prefer in my Christmas stocking!

*Tony Stuart, Cornwall*

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## GOOD NEWS FOR COLD HANDS

Two days after the phone call the postie delivered my early Christmas pressie. It took me approximately one hour to install the handlebar inserts and wire up Warmfit's Thermo grip handlebar heaters, following easy to use instructions and diagrams, to my Yamaha Serow - recommended for road bikes too.

I prefer to use thin leather gloves for trail riding to give that degree of sensitivity and control that heavily insulated gloves don't offer. The trouble is that in the past this meant cold hands with the resulting loss of feel and comfort. This catch 22 is now broken.

I've now used the 12v handlebar heaters for two months and am delighted. Within five minutes of turning on high setting my grips are lovely and warm, this is the time when the cold is normally starting to bite at my fingers - not any more! After only five minutes of riding I turn the power to the low setting, which sips 20w of electric, and have comfortable hands for the rest of my journey. The added bonus is that the warmth given leaves my rubber handlebar grips nice and soft offering a more secure grip - brilliant!

I used new rubber grips with a disc of rubber glued on the inside to stop

water getting in and drilled a small hole of the bottom centre of the handle bars to let out any moisture that may find it's way in - a worthwhile mod for all those who insist on using trail bikes as submarines (Nettlebed!).

To give the handle bar heaters a chance, use plastic hand guards (such as the Acerbis items) or handlebar muffs (such as the Oxford muffs (unlined as the lined ones stay wet once water gets in)) to keep the thick of the wind and rain off.

Thermo grip handle bar heaters are available in 12v or adapted for 6v from Bob Newcombe (TRF man) at Warmfit Ltd., 1 Forester Road, Portishead, Bristol, Avon, BS20 9UP. (Tel: 01275 847570) for only £25 (inc.) BARGAIN!

*Garry Watson, Bradford*

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## RUN REPORT

After a week's holiday getting some winter sun the trail riding urge was up to full strength, so a few days before Christmas I took a group from the Wyvern and Black Country TRF Groups to the Ridgeway.

I like to use the route every year or so to reinforce our right to be there, though much of it is so sanitised now that the harder riders treat it with disdain. Still, on this occasion the weather made up for the straightforwardness of the riding. One hundred yards visibility, pretty well continuous rain and a cold wind gave the day that little bit of special charm trail riders seek.

We parked near Didcot and joined the Ridgeway at the eastern end by Sreatley. The signposting is so good that maps are almost redundant. In the sort of weather we had you just go on and on, not getting too complacent about the odd ruts or slippery chalky bits. On a good day the views are superb, and its well worth stopping off to examine the Waylands Smithy, Barbury Castle and so on, but not this time.

The only bit where we got a sweat on was the muddy traverse of the wood just south of East Kennet. Looping round to the east, then along Wansdyke, and north to Avebury, we made the garage near there for a fill up and a meagre, chilly lunch. By the time we had retraced our tracks along the Ridgeway almost to the A34, and dropped down to Didcot, it was nearly dark.

Not a vintage day, it couldn't be in the weather we endured, but much more enjoyable than Christmas shopping.

The second ride was the day after Boxing Day, with the Peak District as our destination. The very hard frosts and the snow which had fallen made me a little doubtful about the wisdom of going out, but after the rigours of Christmas, what can you do.

In the event it was wonderful. A perfect clear day, so cold that the ruts weren't slimy, and if it hadn't been for the covering of ice and snow, grip would have been perfect.

We started from Taddington, did a couple of lanes en route to Chapel Gate, then braved the ice flows half way up the climb. A rope comes in very handy when the going gets like this. Roych Clough was a little more taxing still, it certainly took more time. The famous rock steps were invisible under ice and we had to go round, and round again down by the stream at the bottom. There was ice to avoid on the climb which follows, but the slow pace meant we could admire the views, which were, with the sun low on the horizon, quite exceptional.

The perspiration generated on Roych Clough soon cooled to an icy chill on the road ride back towards Dirtlow Rake, along which we skated for a late lunch at the cafe in Hope. Suitably warmed we did a few more lanes, finishing with the

one out of Monsal Dale, a mile or so from the trailers at Taddington.

We covered less than half the ground we usually do in normal weather, but with no regrets. A complete contrast, except for the cold, to the first ride. I know which I preferred. Give me sunny and very cold in favour of wet and pretty cold any time.

For those who care about mechanical things, I'll finish with a progress report on my bike, a KLX250R, now coming up to three years old. Handling remains as good as or better than any of the alternatives, with weight pretty well as low as you'll get in a trail bike, a factor I value more and more highly as the years go by. It remains a bit tall for my just 5 foot 10, but by abandoning the idea of tool bags on the rear mudguard I can get my leg over, except when extremely tired - but that can happen to any of us.

The terrible hot starting which came with the bike was cured by dealer recall mods, and carburettor freezing, which would have been a sod on the above two rides, was solved completely by the free of charge fitting of the road version's water heating kit. The carb. is already jacketed so this isn't too complicated, just a bit of plumbing really. I'm now very happy with the machine, and glad I didn't, as so many others did, succumb to the temptation to get rid of it, and take the loss, rather than to persevere to get things right. Just a shame Kawasaki didn't take the trouble to do the sorting in the first place. They must have hurt themselves in lost reputation and sales. You would have thought the importers and their bosses in Japan would have learned by now.

Since the MOT is coming up I've acquired a front brake lever assembly with brake light switch, and a headlamp with cowl and bracket, all from a broken KMX, which, with a little modification, should fit. Since I've already got a pukka rear light and brake switch, plus horn, this should give me as road legal a machine as I'm likely to get. We'll see come April!

*Steve Pighills, Wyvern/Black Country Groups*

## FROM THE MEMBERSHIP SEC.

The next batch of renewals that are being sent out are for APRIL, MAY AND JUNE.

They will cost you £15 (ref. November's TRAIL, page 11).

If you can please return them promptly, it helps me a lot, thank you.

More news on membership next month.



## NATIONAL EXEC. MEETINGS

I must personally thank all those who attended the first 1996 (February 24th) National Executive Meeting and made it so successful. Well, I thought it was, and those who bothered to stay until the end, I'm sure will agree - only marred by the fact that we were assigned yet another windowless room despite being assured by a National Motor Cycle Museum employee that the Crows Nest Suite had windows - heads will roll and it won't be the Crow!

Tony Stuart had the arduous task of keeping to an AGENDA that can only be described as EXTENSIVE, including the approval of two new Groups, a first in recent times. Tony chaired the Meeting concluding the Agenda with minutes to spare for all the AOB items. The Minutes are available on request (SAE pls) but it has been decided that it is not feasible to condense the Minutes into a form suitable for printing in TRAIL - space being at premium and I'm sure that an average TRF member would rather eat a pound of lard than read the entire National Exec. Meeting minutes.

Naturally, copies of the Minutes will also be available on attendance at the next National Executive Meeting to be held on June 8th 1996. Because of the general aversion, possibly, disdain, of the Membership to meet in either subterranean or windowless rooms (I suppose we're all really "outdoor" types and the only indoor trail riding activity I'm involved in is "oral motorcycling", ie just talking about it!). I wish to put forward a new venue for the National Meetings: TBA Only SIX miles from the m/c museum, between the M40/J16 and M42/J4 on the A3400 (was A34) at Hockley Heath, Solihull - in fact a choice of two. The meeting facilities can be configured to seat up to 40 at tables arranged in square or an undefined number with chairs theatre style (depends how many turn up and how close you want to sit?!) without tables as per our AGMs. The overall deal, which is cheaper than the m/c museum could include complimentary welcoming coffee, table water and cordials. Extensive bar snacks and meals are available all day, and into the evening, on a pay as you go basis. AND a well stocked bar, including some halfway decent real ales (especially the "freebie", a swift half of Murphy's Oyster Stout, the duty manager gave me when he showed me around).

NB No doubt there'll be moans from some sectors but Hockley Heath on the A3400 is approximately equidistant from Newquay, Dumfries, Alnwick (but not Alsdorf).

Dave Clegg

**NB Please note new date of executive meeting - June 8th 1996.**

## MIX 'N MATCH

"I've been to a meeting of the Movement", I would mysteriously say when questioned by pub friends of my recent whereabouts.

"The Movement" is code for single issue freaks, SIFS like myself - (why are there so few of us?) - who campaign for a byways and bridleways network. You daren't say "TRF" or you're accused of encouraging *scramblers*.

But now we have an official Movement - The Countryside Movement - see TRAIL No. 208 December 1995. I decided to apply, to an answering machine in Bristol. I am now supporter no. 4464.

Well, I live in the countryside, why shouldn't I join? I share many of the 'Movement's' declared aims such as resisting development in rural areas. Most of its policies seem to parallel my own views although I no longer indulge in blood/field sports (I used to play rugby at one time). Are they friend or foe?, says the editor. The Sports Council once said that about us.

The only way to find out is to get involved. There's no subscription but they invite a minimum donation of a tenner. They send you a simple questionnaire on your work, interests, etc. I sent them a TRF brochure and in the 'Comments' section, I recorded my worries at the CLA/NFU opposing byway and bridleway claims at Public Local Inquiries.

If 'The Movement' is a cover for anti-access measures and simply a defence structure against hunt-saboteurs, at least they will have heard of the TRF and our efforts to protect the character and status of green roads.

In a democratic society the only way to influence people of different persuasions is to debate issues with them. If we behave like shrinking violets, we'll be ignored and shown no respect. In Wells recently, an excellent cycleway route from the Bishop's Palace to a disused railway line, drawn up by Sustrans and planned by Somerset County Council was scuppered by determined 'environmentalist' greens and dog walkers who harried the Council at every meeting. The cycling lobby were nowhere to be seen. Fellows - get into top gear, speak up, wear your TRF logo with pride. We've been part of 'The Movement' for 25 years.

Gwyn Thomas, Somerset

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## REPLY POEM

We've all read last month's magazine,  
and laughed at Pete Bligh's ditty,  
but I bet the rider in question  
doesn't think it's very witty.

Now this poor soul he tries so hard,  
He really gives it throttle,  
I've ridden with him many times  
and he's never lost his bottle.

It's true about the crashes,  
his lumps and bumps are many,  
but never once has he complained  
he certainly ain't a jenny.

I recall the day he burnt his leg,  
I was right on his tail,  
the bike went into orbit,  
I knew he was going to fall.

The Cheviots aren't the best of places  
to come down with a bump,  
and when lying under an XT,  
My God - what a lump!

But our Phil is a hardy chap,  
to hospital he wouldn't go,  
He got back on his motor bike,  
and said, "I run this show".

Back at Clennell Hall, that night,  
the lager ran so freely,  
The rider just ignored the pain,  
and said, "Get me back to Beeley".

Now Beeley is in Derbyshire,  
It's one of our local tracks,  
It's where Phil learnt his riding,  
and should give him his confidence back.

Restored once more to fitness,  
He thought he'd try for Wales,  
I didn't know about this trip,  
"Thank God", the forecast was gales.

They say Phil came down a hill,  
his foot shot off the peg,  
the XT did a cartwheel,  
and Phillip broke his leg.

My poor friend is still laid up,  
but his spirit will not die,  
he's gone and bought a Serow,  
he must think pigs can fly.

The mystery's solved, the game is up,  
and now I claim my prize,  
our hero is PHIL SADLER,  
one of TRF's regular guys.

*Tony Robinson, East Midlands Group*

## LETTERS

### PUBLIC INQUIRIES

I read with interest Steve Neville's comments on the inconsistencies of Inspector's treatment of evidence for RUPP reclassifications at Public Inquiries. This is for the Planning Inspectorate to put right.

We must be wary of a points system for evidence as it may not be realistically weighted.

Steve's suggested points awards would result in many carriageways being recorded as bridleway. If a lane is a public carriageway in an Enclosure Award this is conclusive evidence for byway status subject to there having been no subsequent

closure order. 100 points please Steve.

Listing in the public road section of a Tithe Award must be at least 90% certain of being correct. Does that score 90 or 45 Steve? Railway and Canal deposited plans are probably nearly as good and Finance Act Record Plans possibly less so.

We should have respect for the professionalism of the surveyors, tax assessors and others who have compiled the documents on which we rely for evidence.

Evidence from two of these sources should convince a reasonable person that on the balance of probabilities the lane was a public carriageway and if no closure order is unearthed, still is.

The incompetent Inspectors create conflict between different types of user and between users and residents.

Remember, vehicle users rights are not extinguished by a reclassification of a RUPP to bridleway. Highway Authorities are also put in an awkward position as they will be aware of the evidence for carriageway status for the RUPP reclassified as bridleway yet may be pressured to take action against vehicle use.

*John Thorp, Lancashire*

### THE WITLEY CLUB "DOWNS" TRIAL

"A trial? What has that to do with us?" Well, quite a lot actually. In 1994 the Witley & District Motorcycle Club held a reliability trial using green lanes in Surrey, based on events which the club organised from the 1930s through to the 1970s. There was some adverse publicity, and one or two minor problems during the event, but overall it was held to be very successful.

For 1995 the club decided to extend the route into West Sussex, using many green lanes, mainly RUPPs, which had last been used for trials more than 20 years ago. The event was to be held in October, and it was expected that the entry would be around 100 riders. Opinion within the local TRF varied from "not at any price" to "I'm riding in it!", and it became a major topic for discussion at our meetings. The organiser, Gavin Shaw, who is a TRF member, came along to one of our meetings to explain what was involved. As RoW man for the TRF I had great reservations about it, but at the same time I am ACU rights of way officer for the area, and Gavin asked me to assist on behalf of the Witley Club. My feeling was that the event should be given a chance, and it would go ahead anyway, regardless of opposition from the TRF, so it was best to be involved and try to minimise any potential problems.

Considering that we have reduced the size of our run groups in recent years, the idea of 100 bikes using 15 to 20 RUPPs in one day did not really bear thinking about, especially as several of the lanes originally listed were in a very bad state due to 4WD activities. Three lanes in particular had reached the point where they were impassable in wet weather, and the local TRF cognoscenti considered that their inclusion was totally unrealistic from the start. Fortunately Gavin eventually accepted that and omitted them from the route, and also agreed to avoid the vicinity of RUPPs which were currently under review.



A few weeks before the event a meeting was arranged with the Sussex Downs Conservation Board, attended by Witley Club, ACU and TRF representatives. The area manager, Sue Orchard, was very friendly and helpful, and agreed to our request for the Board's rangers to be around during the event to see what went on. The purpose of this was really so that we would have official support to counter any claims of excessive noise or damage which might be made by mischief makers after the event. Gavin also made a video and photographic record of the condition of the lanes before the event, for the same reason.

In addition to putting up the notices in the areas of the sections as required under the regulations for this type of competition, the Witley Club put in a lot of effort to contact residents and landowners who might be concerned. When the notices went up on the lanes, 3 or 4 weeks before the trial, a few people rang Gavin and gave him an ear bashing on the phone, but the reaction was much less than many of us had predicted. A number of people, probably the same ones, contacted the County Council and asked them if the event was within the law, and were advised that it was.

On the day I set off on my bike, in ACU guise, to deal with any problems with the natives. TRF member Chris Morgan, who stands about 6ft 5in in his bike gear, came along to lend support. But where were the natives? Absolutely nowhere to be seen. Even on the most contentious RUPP there was nobody about, other than people involved with the trial. The number of entrants was actually about 120, including a fair number of sidecars, and they were coming through in batches of up to 20 at a time.

At one point we met Sue Orchard, who said she was quite happy with the way things were going. She had asked some members of the public what they thought and had found no adverse reaction.

Perhaps the most remarkable aspect was the very small effect the passage of 120 bikes had on the ground. The messy bits were no worse after the event than before, and I did not see any significant surface damage anywhere,

although it might have been different had the weather not been so good. I also believe that the organisers were right to insist upon trials or trail tyres, but I know some people will disagree with that.

After the event Gavin Shaw rang the people who had previously complained to him, and with one exception they were quite happy. The exception was a well known organiser of trials for an AMCA club, who was concerned that the event would prejudice his

! ! ! ! !  
**S N I P P E T**  
**TRAIL OF INJURY**

A police motorcycle unit set up to chase cross-country motorcyclists has been scrapped by South Wales Police because its riders kept falling off their machines.

Taken from *The Daily Telegraph*,  
 Saturday March 9th 1996.

! ! ! ! !

use of some land in the area. At the subsequent West Sussex County Council RoW sub-committee meeting I discussed the trial with the senior solicitor and RoW manager. Both said there were no problems, and the RoW manager actually said it had been a good public relations exercise.

About 10 Sussex TRF members rode in the event, including John Grew on a rigid frame Ariel and Chris Brown on an ancient Royal Enfield. Both completed the 98 mile route.

It is likely that more events of this type will be revived, and I don't think we have anything to fear if they are as well organised as this one was. Some people took the view that there should be no TRF involvement because of our non-competitive policy, but the fact is that we have the most to lose if things go wrong and I feel that some TRF input on the RoW front is essential.

*Bevis Billingham, Sussex Group*

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**1980 HONDA XL125** field bike. Good runner but tatty, hence price £175 ono. Phone Ian 01706 350215 (Lancs.).

**WANTED** 4 stroke trail bike in reasonable road worthy condition. Appearance unimportant if sound. Up to £1000. Tel: 01984 640195 eves and weekends.

**BRAND NEW SEATS** for XT550 (red). XL500S Black: made by Giuliara: £35 plus £5 p & p. Shell Gemini 4 stroke fully synthetic oil £3 per litre plus p & p. New pillion seat: fits curve of rear mudguard for vintage bike: £10 plus p & p. 4 Marzocchi Strada Shocks (Ducati), £15 the four plus £5 p & p. Tel: "Heinz" 01405 860904.

**YAMAHA XT250 SPARES** including new exhaust system. Seals, Bearings, Filters, Plastics, Seat, Indicators, Rev. counter, Switches, etc., etc. £170 the lot. Phone for details. Tel: 01884 32781.

**HONDA XR250RP** 3500 km all trail miles, excellent condition. £2650 ono. Tel: 0191 4166833 daytime, 0191 5190003 evenings - ask for Allistair.

**WANTED** 1 or 2 bike trailer, urgently. Phone 01604 720695 (Northampton) after 4.30pm.

**WANTED** Electronic power valve kit complete for Yamaha DT125R. Tel: 01884 32781.

**XR250R** 1993 "K" reg about 2200 miles since new. £1750. Phone 0181 201 0252 day or 0181 906 2280 eve/weekend.

**HONDA XL125S** fitted with late type 6 speed engine. Excellent condition. 12 months MOT, £450. Tel: 0181 660 9620, Surrey.

**FOR SALE** Armstrong MT500. Rotax '86. 12 months tax and test. Very reliable, and bullet proof. £1050 ono. Phone 0402 106490, North Staffs.

**HONDA XR600RC** "D" reg. MOT. Owned last five years, £1495. One pair of size nine boots, £50, hardly used. Tel: 01293 517621 or 0378 167078 Crawley area.