

# 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 Abbot

**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, Margaretting, 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

**NORTH WALES**  
1st Tue, The Beamish Mary, No Place, Co. Durham  
John Mills, Tel: 01477 534425

**OXFORDSHIRE**  
1st Wed, Hope & Anchor, Ewloe Place, Buckley  
Pat McGuire, Tel: 01844 238414  
3rd Thursday, Duke of Marlborough, 1.5 miles North of Woodstock

**PEAK DISTRICT**  
Phil Sadler, Tel: 01332 344495  
1st Thursday, 8pm, Travellers Rest, Ashbourne Road, Derby

**RIBBLE VALLEY**  
Anthony Dinsdale, Tel: 01200 28507  
2nd Tue, Pendle Hotel, Chatburn, Clitheroe (off A59)

**SHROPSHIRE**  
Mr. C. Ball, Tel: 01952 598092  
2nd & last Wed, Coumd 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

APRIL, 1996 No. 212

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

EDITOR: Michael "Nettlebed" Pedley.



Old Main Road From Ross on Wye to Abergavenny by Charlie Morris.

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

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- 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.

## MAGAZINE ADVERTISING

### \* DISPLAY ADS:

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### \* MEMBERS CLASSIFIED ADS:

3 lines - FREE OF CHARGE/Trade £5

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

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

## EDITOR

Most of us arrived at Trail Riding via the road bike route. Many of you no doubt endured the "Hell's Angel" label from your friends and workmates simply because you chose to ride a motorcycle. But of course you were no Hell's Angel and you definitely distanced yourself from anyone who remotely resembled one - after all they gave us respectable motorcyclists a bad name.

As a Trail Rider some of you probably even distanced yourselves from the type of motorcyclist you once were! Especially when you see some of the antics practiced by these 'crotch-rocket' pilots! And as for MAG - Hell's Angels by another name - you can stick it...

For those who struggle with abbreviations - Motorcycle Action Group - the ones who still campaign for 'Helmets Yes, Compulsion No!'

Now, as respectable Trail Riders we distance ourselves from the 4WD brigade.

It's good and courageous to some extent to stand alone and fight your own battles. At least you don't get dragged down with other's failures. Is there ever a time however when you should join in, close ranks, united we stand, divided we fall and all that?

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There might be. The legislation now being hatched in Europe could affect US! OK, you aren't bothered if the 'crotch-rockets' are restricted to 100bhp. Damned good thing - you might be thinking. But what about the other bits? Like only being able to fit the same back tyre as your bike was supplied with. Or compulsory BS kitemarked clothing - mind you, at least it'll get rid of those filthy wax-cottons! These 'threats' and many others, fellow riders, are far more real than those silly leg-protectors ever were.

On Saturday 31st August 1996 there will be a massive motorcycling demo in Brussels against such legislation. I don't suppose the TRF will be represented - except perhaps by the BMF - but for God's sake let's not DISTANCE ourselves from this one!

**NETTLEBED**

# THE TRF BOOK OF TRAIL RIDING

The TRF Executive Committee, meeting in full session on 24th February, has given the idea of a book about trail riding their approval and has agreed to put some money up front to pay for printing.

The book will contain everything a newcomer needs to know about the world of trail riding. We are the experts, so why be modest? We can tell them everything they need to know, between us.

The book will be paperback, A5 size (same size as this magazine), with about 100 pages and lots of full colour pictures. It will be sold by mail order. The editor will be me, Ian Thompson.

If you want to contribute, contact me at Glebe House, The Square, St. Columb Minor, Newquay, Cornwall, TR7 3HB.

I need lots of short, straightforward items. I need the wrinkles in the game that only you, the experts, can hand on, but I also need the obvious things.

I envisage a short introduction and 9 chapters of 10+ pages each, as outlined below. If you would like to contribute, then please target one or more specific parts of my list.

**What is Trail Riding?** - in 50 words max.

## 1. The Trail Bike

Introductory note on history - 50 words.

- i. What Makes a Trail Bike? - 50 words plus labelled picture.
- ii. Frame - what separates a trail bike from any other bike?
- iii. Engine - two stroke or four stroke? What size is best for a beginner, for the more experienced?
- iv. Brakes - drum or disc?
- v. Wheels - why spokes and alloy rims? Reject steel rims and cast wheels. Security bolts and tyre pressures.
- vi. Tyres - some debate! Must be road legal. Balance grip against surface damage. Suit tyres to conditions in area. Try them on someone else's bike.
- vii. Suspension - twin shock, monoshock and rising rate. Long travel front and rear. Supple but not sloppy.
- viii. Cycle Parts - comfy saddle. Saddle height. Range of fuel tank. Full set of lights. Wide handlebars. Tucked in pedals, spring loaded footrests. Bash plate, etc.

## 2. Choosing the Right Bike

- i. Basics - 150 words.
- ii. A guide to today's trail bikes, new and secondhand.
- iii. Buying a Bike.
  - (a) Buying from a shop.

- (b) Private purchase.
- iv. Setting up your bike.

## 3. Clothing and Accessories - trendy colour or trad wax

- i. Helmets.
- ii. Boots.
- iii. Gloves.
- iv. Jackets.
- v. Jeans.
- vi. Bark busters, bum bags, racks, chain oilers, chain guards, pumps, etc.
- vii. Security - padlocks and so on.

## 4. On the Trail

- i. Planning a Ride - don't. Join an organised group for your first outing. Later in the year it will be your turn to lead, once you know what it's about.
- ii. Tool kit, supplies, spare clothes.
- iii. Pre-riding checks.
- iv. Getting there - trailer bikes and rack bikes.
- v. On the trail - courtesy to others. Walkers, horses, cyclists. What to do if you are challenged.
- vi. Look back - you are responsible for the rider behind. Getting lost.

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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

Accidents and emergencies.

- vii. A bit about maps.
- viii. Emergency Repairs - punctures, towing, broken cables, a drowned engine, mole grip gear lever, spares, an assortment of get-you home hints.
- ix. When you get home - cleaning the bike, lubrication, chain, bearings, brakes, cleaning your riding kit.

### 5. Riding Techniques

I can't give any detail here, because I have no riding technique, they tell me! I rely on your contributions.

### 6. Group Activities

Horse rides, liaison committees, research, barbecues, treasure hunts, motorcycle training, etc. The things we do apart from just ride.

### 7. Playing Away

Long weekends and trips abroad.

### 8. Routine Maintenance

We are talking to beginners, but there is a lot more maintenance on a trail bike than on a normal road bike. Where do you start?

### 9. Useful Information

Addresses, book lists, what have I missed out? You tell me.

I want lots of photos to illustrate each section of the text.

I want some humour.

Send me your ideas and I'll start putting things together.

*Ian Thompson*

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## RoW NEWS

### BALANCE OF PROBABILITIES

According to the rules a Definitive Map Modification is made if the balance of probabilities show it to be that status.

Recently notified of a byway claim for a White Road, I inquired who had entered it and was amazed to be told it was the TRF in 1986.

At the P.I., myself, Ribble Valley RoW Officer, Tim Stevens and another member were opposed by 7 objectors ranging from Parish Council to a fly fishing club! (Led to believe we would eventually extend the route across a river. They withdrew after we pointed out their stupidity).

MAPS from 1772 to 1930s totalling 25+ were presented and user evidence since 1978. Most of the maps showed it as the only route suitable to use. The current motor road was built by the landowner over a 10 year period about the 1880s. Nobody could explain when this private road became public or why. The objectors including the obligatory RA brought out the usual objections of noise, pollution, suitability, all of which were thrown out. The main objector was the Duchy of Lancaster who gave us a full history of the estate from the 16th Century but didn't produce one single piece of evidence to disprove the route was public.

The outcome "I consider there are two equally plausible views to the status and the probabilities are evenly balanced", therefore no byway.

Perhaps we shouldn't blame inspectors as a recent "yes minister" repeat stated "inspectors are like trains, totally independent and under their own power but can only go in the direction the tracks are laid."

And who is the Duchy of Lancaster? None other than HRH The Queen. Look out for Sir W. B. Thrush in the next years honours.

Balance of Probabilities? I think not.

*P. Knagg, Lancs. RoW*

### BERKSHIRE

Berkshire County Council, in partnership with the Countryside Commission, has just launched the Parish Paths Initiative in Newbury District and the Royal Borough of Windsor and Maidenhead.

The Parish Paths Liaison Officer, Andy Wistow, has been in post since mid-February and is aiming to have 15 parishes involved in the scheme before the end of the first year.

The Parish Paths Initiative aims to encourage and enable local people to become actively involved in the improvement and promotion of their local rights of way. Tasks such as vegetation clearance, stile building, surfacing work and the production of leaflets or parish plans can all be grant aided.

Andy Wistow will also offer participating parishes all the training and back up they need to tackle the problems they encounter on their paths.

The scheme is open to parish or town councils or interest groups working with the agreement of the local council. Accordingly, members of the Trail Riders Fellowship can either become involved in the scheme by asking their local parish/town council to find out

more or by offering to carry out or organise work on behalf of the parish/town council.  
To find out more please contact Andy Wistow on 01734 234939.

### LAKE DISTRICT HIERARCHY OF TRAIL ROADS INITIATIVE

From time to time TRAIL has featured update reports of the Hierarchy of Trail Roads (HoTR) initiative that is being pursued in the Lake District National Park. Progress is still being made in a measured way. We are now almost eighteen months into the project and I am pleased, and just a little surprised, that all the initial partners in the initiative are still totally involved. So far as we can tell, every motor-recreation group based in or around the Park is involved; all except the local Auto-Cycle Union centre, which remains fully informed of all meeting agendas and reports, but has not taken any active role in the process. Equality is created for all organisations by the meetings being convened under the LARA banner.

As regular readers will already know, the basis of the Lake District HoTR initiative is based on an acceptance that regular resort to the apparent safe-havens of law, has not been helpful in maintaining and managing the use of our network of Byways, RUPPs and UCRs. In combative terms, as inquiries are won and lost, TROs applied and removed, and various user groups blamed by others for varying levels of destruction, and exaggerated reporting of isolated skirmishes give the impression that a whole nation is at war, the battle front shifts only slightly, but the overall war progresses not at all ... for any of the protagonists.

Alarming, to some, a keystone of the initiative is a frank assessment of the "suitability" of routes for various classes of motorised user. Of course we know that the TRF, and others, fought long and hard to have the suitability question removed from legislation many years ago. And quite rightly so, when the assessment was made by people who had little or no understanding of what was or wasn't suitable. The fundamental difference in the Lakes initiative is that it is the vehicular users themselves, jointly, who are setting about judging the suitability of the routes. Also, that whatever decisions are reached are not cast in stone. They will be open to review, subject to changes in use, changes in cultures and attitudes, pressures from other quarters, maintenance and decay, weather patterns, and other factors which at the moment we may not even know about. Review that all being well, will be conducted annually by vehicular users themselves in association with other user groups and land managers.

So far, over 80 Lakes District Lanes have been surveyed and allocated an initial hierarchy status.

In September of this year it is hoped that a full report of the development and first stage implementation of this initiative will be published (partly supported by the TRF bursary fund), in order that the principles applied here may also be tried in other locations.

It is a fine initiative, but with one potential weak link. It needs vehicular users to lead it, drive it and sustain it in a fair, sympathetic and non-judgmental manner if others are not to hijack the system to their own prejudiced advantage. It needs vehicular users who will not just complain that local highway authorities are not doing their jobs, or that inquiry inspectors are not up to their jobs, but who will find ways of encouraging the "professionals" to do their jobs better, or even to find ways of doing the professionals' jobs for them.

Motorised recreation doesn't have a good record of setting up its own long term solutions. I hope that this initiative will prove to be a turning point. *Geoff Wilson, TRF Member Director for Touring, Clubs & Member Services, BMF, Deputy Chairman, LARA*

## TRF DISPLAY - WHO NEXT?

I would like to see the TRF display used as often as is feasible. You will have an easy time and may gain some members at motorcyclists' events. However, in order to give everyone a better understanding of our recreation, I believe the best events are county agricultural-type and similar shows. The aim is to take the audience beyond the 'scramblers on footpaths' idea.

**Achieving this could have the following effects:**

- reduce confrontations
- improve the attitudes of those we meet when riding
- reduce obstructions, ploughing out, etc.
- improve the attitudes of HAS regarding maintenance, sign posting, TROs, etc.
- change the policies of those who oppose us (mainly through lack of understanding)
- reduce objections (to RUPP reclassification, etc.)

**All these are unquantifiable. But are they worthwhile?**

The following is a description of display items (first used at the Town & Country Festival, August 1995) to put over the message. It is really an expansion of the 'Caring for Green Lanes' leaflet.

1. "The Trail Riders Fellowship is the national, voluntary, non-competitive body formed in 1970 by motorcyclists to conserve our heritage of green lanes for everyone to enjoy" (A3 landscape).

*Photograph of a typical group (ordinary people).*

2. "What are Green Lanes?" (2 x A3 landscape).

*The complicated bit.*

"... roads with public vehicular rights that have escaped tarmac..."

"... vehicle and driver ... road legal"

"... recreation, wildlife conservation, landscape, heritage..."

"Highways (The Queens Highway)"

"Carriageway..."

"Bridleway..."

"Footpath..."

"Green lanes comprise of BOATS..., RUPPs..., County Roads..., other..." *each with a short explanation*

"... not signposted..."

"... some not on OS maps..."

"The 'Definitive Map' of public rights of way". *History, development, Recreation 2000, lanes not on definitive map.*

"Mileage of public rights of way on the "Definitive Map"

*Coloured bar chart showing FP, BR & BOAT & RUPP - 4%*

3. "Protecting Green Lanes - Activities of TRF members". *Common heading.*

3.1.1 "Maintenance" (top 1/2 A3 landscape). *Neglect, working parties.*

3.1.2 & 3 (2 x A3 landscape). *Gwyn Thomas' excellent before and after photos with description.*

3.2.1 "Research" (A3)

"... uncover hidden rights... afford 'modern' status..."

"... not ploughed ... hedges, walls..."

"... libraries, Counties Archives..."

"map extract... 1910 Finance Act... legal document... public scrutiny... most recent thorough survey..."

*Photograph of TRF members at workshop on "Cataloguing of Green Lanes".*

3.2.2. (A3). *Colour copy extract of Finance Act map.*

3.3 "Liaison - to increase mutual understanding" (A3 landscape)

*Describes the other groups we liaise with including horse events. Photograph of assistance at horse event.*

3.4 "Enjoyment: by people riding motorcycles".

*Why, sustainable, keeps lanes open for everyone, Ridgeway TRO (not made),*

"... room for everyone..."

"Is it reasonable to share?"

4. "Features of a typical trail motorcycle". (A4 landscape).

*Picture with labels.*

5. "Code of Conduct". (A3).

"... expects HAS to follow their Code of Conduct - ... circular 2/93..."

6. "Are you interested in PROTECTING GREEN LANES?"

*A tail end thought provoker.*

These were spread between the existing photographs (A3 landscape) supplied by various members and enlarged by colour copier (the best I have seen) and encapsulated by Jeff Ward.

There are also header panels with the TRF logo with "The Governing Body of Trail Riding" and "Caring for Green Lanes". (Personally I think that this latter phrase is only the title of the leaflet - for a consistent theme and 'corporate image' we should emphasise the logo message "protecting green lanes").

There are also clear 'perspex' holders for leaflets which can be, like the encapsulated sheets, attach to the panels with 'velcro' hooks.

I also purchased a slide projector with a dial timer (with Jeff Ward) for the T & C Festival and showed attractive views of lanes.

Overall, such a display will attract members, *but equally it will inform others of our activities.*

The display will evolve... I will try to further improve the written material, and it is recommended that users take photographs of local interest for their events.

*Sincere thanks to Jeff Ward - he provides an excellent service.*

Please find out when your local events occur... and book the display early. If I am free, I will be pleased to come along and help out.

*Mark F. Holland, Public Relations Officer*

## DEPT. OF ENVIRONMENT -

### 'Best Practice Guide on Managing the Use of Vehicles on Public Rights of Way.'

This "... informative, user friendly and unbiased report" is to be produced by consultants Entec UK Ltd., Warwickshire.

(For the project public rights of way are "any untreated surface over which the public has right of passage in a vehicle". Vehicle includes "motorised vehicles, horse drawn vehicles and cycles").

I have my name down to respond on behalf of the TRF. I have also arranged to go on "site visits" (proposed in Gwent).

Entec "...would welcome any information on the following:

- Type of usage of BOATs/RUPPs and details of conflicts between users.
- Attitudes of Highway Authorities towards maintenance and management of rights of way.
- Maintenance measures, especially details of environmentally sound and cost effective measures.
- Management measures - good and bad examples.
- Specific examples of rights of way where good or bad maintenance or management is carried out."

**I would also welcome information on the above. Send a note or phone me.**

This report has come about from recommendations in the 'Rural White Paper' and the 'Environmental Impact of Leisure Activities'. *It is undoubtedly the most significant initiative affecting our activities.*

A Mr. Tim Stevens is one of the people on their Advisory Group.

Some of the more famous and infamous consultees are (and I avoid using abbreviations) Cyclists Touring Club, Countryside Commission, Ramblers' Association, British Horse Society, Byways and Bridleways Trust, Country Landowners Association, National Farmers Union, English Nature, Tim Stevens - LARA/TRF, Council for Protection of Rural England, GLEAM, Green Lane Association, National Trust, Forestry Commission, British Mountain Bike Federation, Friends of the Earth, Sports Council, Association of County Councils, Sports Council, Central Council for Physical Recreation, British Trust for Conservation Volunteers, Andrew Dunlop, Ros Mills, ACU, Mark Holland - TRF.

The issue really is a hot potato, with everyone wanting a bite. People who a few years ago thought green lanes were footpaths. The 'antis' have inadvertently let people know that we are allowed to drive/ride on (some) green lanes.

Anyone who does not wish to go through myself or who wishes to respond through their (local) organisation(s) (eg: byway/bridleway club, Rights of Way Action Group, etc.) may contact Entec on 01926 864044.

*Mark F. Holland, Public Relations Officer*

# OPERATION SHEEP WATCH PARTNERSHIP

TEL 01642 778371 - TEL / FAX 01609 883387



My name is Tony Flintoft of Rye Farm in North Yorkshire. It's my phone and fax number which appears on the Operation Sheep Watch Sticker that was circulated with February's TRAIL along with the number of Brian Cook. Together we set up

Operation Sheep Watch in 1994 to collect information and make the authorities aware of the scale of sheep losses from our moors and nationwide.

We would like to thank the TRF for supporting our cause. We believe that more eyes watching out in the countryside at large will surely help to reduce rural crime.

Of course, most sheep movements are quite legitimate, but there are unlikely characters, possibly with uncharacteristic vehicles in unusual places that deserve a closer look.

We don't ever want to create confrontation, but we'd very much like to hear of circumstances, vehicle descriptions, numbers, time and place which seem to be unusual. With an Operation Sheep Watch Sticker on your bike, there's always one of our numbers there to see. We have a direct connection to Police information rooms, where information from all over the country is coordinated.

I'm sure you riders are very mobile and get into some quite remote parts of the country and your display of willingness to help with a widespread problem will also help to open a few gates that may not have been easy before. Here you have a common talking point for dialogue with the farmers who haven't yet heard of our Operation.

Give it a try, some farmers may be happy to have a Sheep Watch/TRF partnership sticker for their Landrover, particularly if its free!

Brian, myself and the rest of the crew wish you many happy and trouble free miles riding the highways and byways of our glorious countryside.

We may not stop all the thieves but if we catch some of the b.....s at it - that's the way to go.

Tony Flintoft, Rye Farm, Snilesworth, Northallerton, DL6 3QE

## NATIONAL EXEC. MEETING

24th February 1996

The first National Executive Meeting of 1996 was held on 24th February at the NATIONAL MOTORCYCLE MUSEUM, SOLIHULL. In response to a number of request here is a highly abridged version of the Minutes to show WHAT WAS DECIDED - not what was discussed verbatim. Full (5 pgs) Minutes will be available at the next National Executive Meeting, to be held on June 8th 1996 or on written requests to National Hon Sec (SAE pls).

WELCOME AND APOLOGIES. MINUTES OF LAST MEETING:- *Approved*  
 OFFICERS' REPORTS: Extensive - see full Minutes (approximately one page).  
 GROUPS: Following presentations by the Group Reps, where Group "Territories" and Responsibilities were defined by the new Group Reps present, both the resurrected ESSEX Group and new PEAK DISTRICT Group (Good Luck!) were *Approved*  
 BMF RALLY 1996: 18/19th May. Financial assistance to S. Northants Group. *Liaison: Mark Holland Approved*  
 DIRT BIKE SHOW 1996: Donnington. East Midlands Group to Co-ordinate - assistance from adjoining Groups to help man the stand. *Liaison: Jeff Ward Approved*  
 TRF TRAIL RIDING BOOK: Ian Thompson to edit and co-ordinate - feasibility and cost study by next National Meeting. Contributions by National Membership requested. *Approved*  
 JOINT/FAMILY AND ASSOCIATE MEMBERSHIP - postal vote for overseas members - *Possible Motions 1996 AGM?*  
 MEMBERSHIP DRIVE: National and Group as per MAG "GET ONE IN" Campaign. *Approved*  
 CO-OPTED OFFICERS: Titles, as follows,  
 Richard Marshall: National Liaison Officer to LARA  
 Tim Stevens: Access Consultant  
 Colin Patient: Equestrian Liaison Officer (- liaison from Norman Howard)  
 Jeff Ward: Display Equipment Co-Ordinator  
 Derrick Collins: BMF Liaison Officer  
 Aelwood Finch: Keeper of Stationery  
 Richard Tallon: Regalia (Nigel Harkin to liaise and assist) *Approved*  
 National Vituperator: To be decided. Possibly an annual award at the AGM?  
 RoW: Presentation by Steve Neville "TRF STRATEGY FOR GREEN LANES" (and very good it was too, OHP - the works.) Paper to be published at LARA Conference.  
 NORTH STOKE: Action Plan, High Court Action - too costly. Continuing local use

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EAST MIDLANDS TRF MEMBER

- possible RTA88, S34? action. National Exec to be kept informed.  
 REVISION OF TRAIL FORMAT: Due to brevity of Agenda item a great deal of discussion took place. Result: Officers on inside back cover. Small ads and Regalia inside front cover. *Approved*

TRAIL BIKE MAGAZINE: Ads and liaison to continue. TRF to monitor content.  
 "TRAIL" (walkers magazine) - copyright of name TRF "TRAIL"? Legal advice sought.

TRF INTERNET/WEB "PAGE" Expert Working Party set up and to report back.  
*Approved*

COAST TO COAST RUN: administration of, and accountability. Any publicity gained must be advantageous to the TRF. National Exec. to be kept informed.  
*Approved*

AOB:  
 SHEEP WATCH: see February '96 TRAIL

POLICE ROAD RACE CHAMPIONSHIPS: Donnington, August 1996. TRF Stand and support with marshalling. Liaison Kevin Marsh. *Approved*

BMF ANNUAL GENERAL COUNCIL: Hatfield, Herts. TRF delegates to attend.  
*Approved*

For info:  
 BYWAY AND BRIDLEWAY FORUM formed (offshoot from the BBT)

RAPID RESPONSE SCHEME in conjunction with CLA via LARA to be set up by April 1st 1996 and will be a "Two Way" process. See TRAIL edition? Ed?

GREEN LANE DAY (24/03/96) TRF Insurance cover for lane clearing activities. (Certificated chain saw operators cover to be looked at?)

BMF MANAGEMENT COMMITTEE: Meeting statement by Tim Stevens. See Full Minutes.

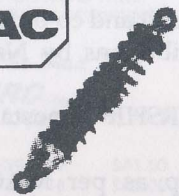
NEXT NATIONAL EXECUTIVE MEETING IS NOW SCHEDULED TO BE HELD JUNE 8TH 1996.

*Thank you to all who attended, sharing the load, and helping the TRF.*

*Dave Clegg, Sec.*



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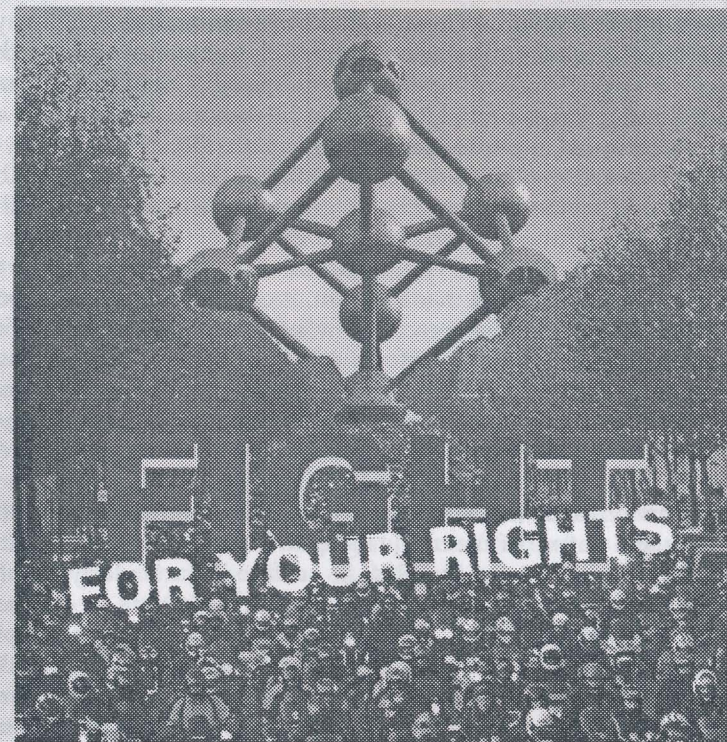
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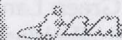
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# LARA PRESS RELEASE

## A RAPID RESPONSE SYSTEM FOR PROBLEMS ON "GREEN LANES"

1. The CLA and the motoring organisations' Land Access and Recreation Association (LARA) have jointly agreed to establish a "Rapid Response System" for "Green Lanes". The aim will be to report problems on "Green Lanes", to investigate them, to secure appropriate action, and to monitor the situation to avoid the problems recurring.
2. For the purposes of the System, "Green Lanes" are defined as "highways which carry a public right of way for vehicles and which are not sealed for the majority of their length". "Sealed" means impermeable to water. "Green Lanes" may be: not recorded on definitive maps and statements at all; recorded incorrectly as footpaths or bridleways, recorded as roads used as public paths (RUPPs) but not yet reclassified; recorded as byways open to all traffic (BOATS); or reclassified under the Countryside Act 1968 as bridleways or footpaths on grounds of suitability with the possibility that they may, in the future, be upgraded to BOATS.
3. Problems experienced in relation to "Green Lanes" can be divided into three groups; legal definition, maintenance and management. Problems of legal definition arise where there is uncertainty about precisely what access rights exist. For example, on the basis of historical evidence, motorcyclists may believe that they have a right to use a "Green Lane" shown on the definitive map as a bridleway. This may be disputed by horse-riders who use the bridleway and by the landowner, leading to conflict. Similarly, there may be uncertainty over the existence of vehicular rights on a "Green Lane" shown on the definitive map as a RUPP.
4. Problems of maintenance arise from the interaction of the characteristics of the surface and the quantity and nature of the traffic using it. Damage may occur if the surface is inadequate for the traffic using it: unless its surface is particularly robust, every "Green Lane" is going to need some maintenance at some time or another. Drainage is particularly important: many "soft" surfaces have become so simply through neglect of the drains. Damage may also occur if the traffic is unsuited to the surface: eg. where "Green Lanes" are used at vulnerable times by pony trekking enterprises, by commercial four wheel drive operators, or by farm or forestry vehicles.
5. Problems of management arise where there are conflicts between different interests. For example, many walkers and horse riders use "Green Lanes" precisely because they wish to escape from the vehicles that they find on surfaced roads and may object to any vehicles which they do meet. Walkers may similarly object to poaching of surfaces caused by horses (or livestock) and motorcyclists may object to severe rutting caused by other vehicles. Farmers seeking access to fields can be concerned at any damage caused by horses or recreational vehicles. There may also be concern about possible interference with wildlife, farm stock or amenity. Conflict can also arise from users practicing winching or other recovery techniques.
6. The Rapid Response System will focus on problems of physical damage to

"Green Lanes" from vehicles. Action to address these problems - whether they arise from problems of legal definition, maintenance or management - will be taken where necessary. The System will operate for a trial period from April 1996 to April 1997 and will be regularly monitored. Following the trial period, the System will be reviewed and a decision taken on whether to continue it.

7. The System will involve LARA and the CLA both collecting reports of problems on specific "Green Lanes" from their members and exchanging details. For each problem LARA will then seek to contact the member involved within seven days. LARA will discuss the problem with the member and suggest possible action (on legal definition, maintenance or management issues as appropriate).
8. LARA (and the member, if (s)he so wishes) will then pursue the suggested course of action with the highway authority. LARA will report back to the CLA on the action taken. Regular progress reports will be made by LARA until all those involved agree that a specific problem has been appropriately dealt with.
9. LARA members who wish to use the System should phone or fax details of the problem to Mr. George Dunn at CLA Head Office (Tel: 0171 235 0511, Fax: 0171 235 4696). It will help if members can provide as much of the following information as possible:
  - (a) their name, address and daytime and evening telephone numbers stating whether a call after 9.00p.m. would be acceptable (this will enable LARA to make contact and to allow action to be reported back);
  - (b) the name of the "Green Lane" (if any), and its location (eg. "running between Blasket Farm and Blasket village"), with National Grid Reference numbers for both ends.;
  - (c) the status of the "Green Lane" (if known) (eg. Road Used as a Public Path, Byway open to All Traffic, unclassified road);
  - (d) the nature of the problem (the nature of any damage, the date of the incident(s), number of vehicles involved, any registration numbers which were noted, etc);
  - (e) details of any action taken to date (eg. report to the highway authority and any consequent action by the authority) and whether the problem is new or one that has been on going.
10. Once reports of problems on "Green Lanes" have been received, a rapid response should follow. A dossier will be maintained of the problems reported and the action taken. Over time, this should provide a useful store of information which can be used in influencing national and local policies and practice. It is hoped that CLA members will use the System so as to help LARA and CLA establish an effective partnership in tackling the problems associated with "Green Lanes".

*Tim Stevens, LARA Information Officer, says: This is an idea from the TRF, so that farmers who are concerned about green-laning can find out the facts. Up to now, they ring the police, or the parish council, and as no-one knows where to get proper advice, a misunderstanding can rapidly get blown out of proportion.*

*The scheme works both ways, of course. Trail users may need advice about the actions of farmers, and you, too, should follow the advice above. Be prepared, too, for a phone call asking you to look at a problem lane. The scheme cannot work without local advice.*

## STOLEN?

Unfortunately I am writing to you in the vain hope that you might be able to help me.

I had my XR250R stolen on March 13-14 whilst I was at work. It was taken from St. Georges Hospital (where I work) South London, the chain was stolen as well. This bike meant everything to me as I had just started to ride again after an eight year lay off and riding with the TRF has been the most enjoyable and exciting thing I have done for a long time.

Bike details:

Colour - white	Registration - M109 FGF
Frame No. - ME065000888	Engine No. - ME06E5004526
Acerbis disc and frame guards	Acerbis rear mudguard
Valcanduro Tyres	Two scratches on left hand side of petrol tank

As a foot note to this sad tale, when I first informed the Police, they told me that when they found the bike (in my dreams) they would hold it in a secure compound until I came and collected it, but that this would cost £100. The alternative being that if they came across my bike they would inform me of its whereabouts. Now that's OK as long as its not in Newcastle and will it still be there when I arrive.

I have made some enquiries of my own, ringing enduro and motocross dealers in the south. One of them told me an amazing story. He had his own XR600 stolen from the south coast (brand new).

Six months later he gets a phone call from another dealer friend in Nottingham, saying that he had a guy in the shop selling an XR600 and wanted £1200 for it. This guy had been round Europe on it for the last four months and now wanted to sell it. The dealer became suspicious when the asking price was so low for a bike that was so new, and decided to ring his friend on the South Coast asking for the registration number of the bike he had had stolen, and to his amazement it was the same bike. The guy in the shop got cold feet and bolted never to be seen again. In short the thief was so confident of not being caught that he hadn't even bothered to change the number plate.

I wanted my bike details published in TRAIL as you may be offered my bike for sale or you might come across it on the trail. I live in hope - you never know your luck!  
Allan Angold, Tel: 0181 773 3807

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## OUR ENVIRONMENT

The thought of Tim Stevens, Mike Pedley and Martin Harding, amongst others, as shrinking violets (Mix 'n Match in TRAIL 211) certainly made me smile. Or perhaps Gwyn Thomas had in mind those trail riders whose 'debate' with residents at Monksilver (near Exmoor) resulted in complaints, to a District Councillor, of abusive behaviour. On reading Gwyn's article more carefully I realised he was talking about 'Pedal' cyclists. For certain they are very slow in coming forward; making negligible contribution to the RoW Consultative meetings at Somerset County Hall during the eight years I have been attending.

Gwyn can hardly complain when tactics, of debate and democracy, which he advocates, are used against him. In the case he mentions Sustrans (see below) has successfully allied two opposing interests, 'environmentalists' and 'dog walkers', plus a large section of the local population, against plans to create a new cycleway through a sensitive local woodland near Wells. Unlike cyclists and dog owners, wildlife enthusiasts are motivated, not by self interest, but by a real concern for the future of wildlife and the state of our planet; the TRF should support them in that.

Steve Neville is on the right track, we should be complaining bitterly about the destruction of any green lanes that we witness. Letters of complaint to the

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Highway Authority might stress the environmental aspect, pointing out, for example, that had they not failed in their duty to remove illegal gates then the destruction of a hedgerow may have been prevented. If these letters are copied to the local Wildlife Trust, CPRE, etc., we stand to gain valuable respect from these bodies and even their support at Public Inquiries. I have found it works in Somerset; yes, the Somerset Wildlife Trust, CPRE, and Ramblers all supported Byway status at PI recently. We must be sincere and persevere; I was treated with a good deal of suspicion at first, it takes time to build up confidence. Our activities can be, indeed are, of positive benefit to the environment in many ways, but if we fail to demonstrate this, continuing to demand our rights, apparently without considering the consequences, we face mounting opposition from an increasingly environmentally sensitive world.

*Peter Banks (Somerset)*

P.S. Sustrans, an organisation originally set up to promote environmentally sustainable transport schemes, such as cycleways between centres of population to reduce car pollution, is now deeply involved in designing long distance cycle routes for recreation and tourism. Nationally they have obtained lottery money in excess of 42 million pounds, attached local authority funding bringing the total to a staggering 183 million. TRF activists will not be surprised at the support an organisation can acquire when it has access to such mega bucks. We will need to

keep an eye on their activities as they seek routes of high scenic quality but, as far as I am aware, have no particular interest in preserving green lanes or Public RoW. They are prepared to pay for routes and to provide them with a surface suitable for ordinary bicycles to use. Many landowners will be happy to accept payment for lanes which might be public anyway, especially if use is clearly restricted to cyclists and walkers; there being no certainty that horse riders will be permitted access, let alone trail riders. We may well find our use of routes with hidden vehicular rights compromised, a la Pennine Bridleway. I hope I am wrong, this amount of money should be capable of being put to good use, but we should be on our guard. I leave others better qualified to alert us to the more sinister aspects of Gwyn's 'movement'.

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## GROUP NEWS

### ESSEX GROUP

It's good to be back, doing our bit for the TRF. We are glad to announce the new reformed Essex Group, we are again active, with several runs having taken place in the last two months, with good turn outs at club meetings at a rather busy biker's pub.

Some of our aims for the coming months are to increase membership and a public relations exercise to promote our professional approach to caring for green lanes, being as the Group has been a bit quiet for the last 12 months.

The Essex Group is planning to organise a Fun Day in mid July near Brentwood Essex, aimed at Trail bikes, but, of course, trials bikes will also be catered for. There will be four routes to choose from starting from very easy to challenging. This should cater for all abilities and all size of bikes. This will be set out in 40 acres including a wooded area with a stream, plenty of hills, mud, etc. There will also be food and drinks available on the day. This is an excellent venue for such an occasion, please support us. More information, including

exact date and entry details will be given in next month's TRAIL.

*Aelwood Finch, Group Rep*



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## NOTICE

### TEESIDE & NORTH YORKSHIRE TRF

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## LETTERS

### "HOWARD WADSWORTH"

I've just had a second look at the cover of TRAIL, it is February and not as I first thought April's.

Operation Sheep Watch! If you think I'm going to put a decal on my trail bike suggesting that I watch sheep, well you must move in very different circles than people in this area. The mention of sheep, usually follows with, comments about wellies. What do you call a Welshman with lots of lovers, etc., etc.

Maybe it should be called Livestock Watch. I could possibly just cope with that.

*Yours without wellies, Dennis Hayter, Wet Midlands*

### REPLY TO JANUARY TRAIL

Sally can ride with me any time she likes. It would be wonderful to have a mobile Spares Department!

Seriously though, you should first decide whether you are going to carry kit for everybody or, more sensibly, to look after yourself.

For years I have honed and trimmed my spares kit and I now think it is what it should be.

First, I only carry spanners which fit nuts on the bike ... Honda don't use 11 or 13mm nuts Sally. I have easily available 8, 10 and 12 combinations plus a 'flat ring spanner' to fit the spindle nuts. Said spindles have a 'locking bar' on one side so that you only need one spanner, and split pins means you don't need to over tighten. Also small slip joint pliers, screwdriver with x-head at one end and slot at the other with hollow handle and a small knife. In the less used bag you will find two allen keys (to fit the hexes on the bike), again Sally, remember that the Japs only use Metric! Two tyre levers, a second set of double ended spanners getting the 14 and 17mm sizes in, 1/2 hacksaw blade in holder, 2 x 520 O-ring links both having being 'test fitted' on the bench, (if you don't know why I do this then you might find out when you're on a wind swept moor). A small puncture repair kit which is renewed each year (rubber solution dries up). A brake blade, a few 10 and 12mm nuts and bolts, a new plug and spanner, 1/2 reel insulating tape, 2 cable ties and a 6" length of wire. A folding saw which can also double as an offensive weapon. Strapped to the bike is a 10" hand pump, a 21" inner tube which can be stuffed into an 18" wheel if needed, lightweight waterproof jacket and trousers. The bike is fitted with a throttle cable in parallel with the existing one. As it is feasible to ride without front brake or clutch I see no point in carrying those cables. Also, mainly for French legality, I carry spare front and rear bulbs in a foam holder.

I also carry a small rucsac which has spare gloves, small towel, small Maglite torch, maps as needed, food if needed and any 'personal' items like cameras and films, any dry clothes I may consider it prudent to take and a sheath knife. I have lived for three days out of my sac using a tiny sleeping bag lashed to the bike.

But, after saying all that, the REALLY important thing is to maintain your bike and replace worn items before you set out. To carry a sprocket, chain, cables and petrol

pipe implies to me that the bike is not maintained properly. All these things should be in first class condition before you set off.

*Rod Butterworth, High Peak Group (ex North Midland)*

### VITUPERATOR!

I read in TRAIL no. 210 the agenda for the exec. meeting dated 24th February that Mr. Tim Stevens was to be co-opted as RoW consultant and National Vituperator. I wish you'd stop using these big words, I mean I know that people think we're all a bit thick around these parts, but you can't fool me, I've seen that film Jurassic Park and I know that a vituperator is one of those really sneaky, nasty, meat eating dinosaurs that pulls peoples arms off and hits them with the soggy end. I also know that we've all at one time or another been collectively described as a bunch of old fossils, but to enlist a dinosaur onto the committee in our fight against officialdom is a bit OTT don't you think? It would certainly open up a new dimension to public inquiries. With apologies to Tim Stevens.

*Confused of Lincolnshire*

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**FOR SALE** Ventura bike pack luggage system for Honda VFR750. 1990 - 1993 Pro Arm Models. As new, used once. New £115, accept £70, can post. Tel: 01845 578389.

**KAWASAKI KDX200E6** 1994, 2000 miles from new. Fully road legal. Excellent condition, £2600. Tel: 01709 798253 anytime.

**YAMAHA DTR125** 1988 "F" needs work for MOT £550. PW80 kids bike 3 years old, one owner, perfect, £600. Swap either/both for dirt bike for 12 year old cash either way. Breaking DT125LC. No engine. Tel: 0181 301 2913. S.E. London.

**CHOICE OF TWO SEROWS** My own, the original 3 1/2 years old, gently used and well sorted, £1500. My partners, really better than new, £2500. Take your pick, I'll keep the other. Gordon (Wainwright) Carr. Tel: 01535 644568.

**PAIR OF NEW ENDURO COMP III** Michelins. Never been near a bike, £100. Tel: Wainwright 01535 644568.

**HONDA XL500** green lane outfit, purpose built in 1988, trials chair, full working lights, tax & MOT, recent engine overhaul. £1250. Tel: 01225 760415.

(Wiltshire).

**WANTED** Yamaha Tenere 600/660 or XT600E. Age not as important as condition. Please tel: 01225 760415.

**COAST TO COAST 1996** Notice to any entrant in this year's event. We have made arrangements for a van to pick us up here in Hull, and take us to the starting point at Scarborough, then again to meet us at the finish in Morecambe to bring us back to Hull. We have 5 spaces available at £20 each. If anyone is interested we could pick up en route and drop you off again, or meet us here in the Hull area. For more details ring ... 01482 588782 after 6pm.

**WANTED** 4 stroke trail bike, XR250 or similar, £1200 max, phone Mike 01202 524714.

**MONTESSA 250 KING SCORPIAN** 1970 T & T April '97. Full history. Too powerful for owner. £650 ono. Tel Mark on 01702 512010.

**KMX** petrol tank and seat and tail pipe £15 each. Tel: 01604 832162.

**YAMAHA DT125R SPARES** seat, tank, forks, engine, (just rebored and new piston). Pair of wheels (just respoked), plastics and many more bits & pieces. Bargain at £200 the lot. Phone Stuart on 01609 748488.

**WANTED** XR200/DR200 or Serow. Phone Paul on 01332 519575 (Derby).

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